MARCH, 1961

THE Signalman's JOURNAL

BofRS

IN THIS ISSUE

IMPROVED HEALTH AND WELFARE BENEFITS

RAIL LABOR HAILS NEW ACCIDENT REPORTING RULES

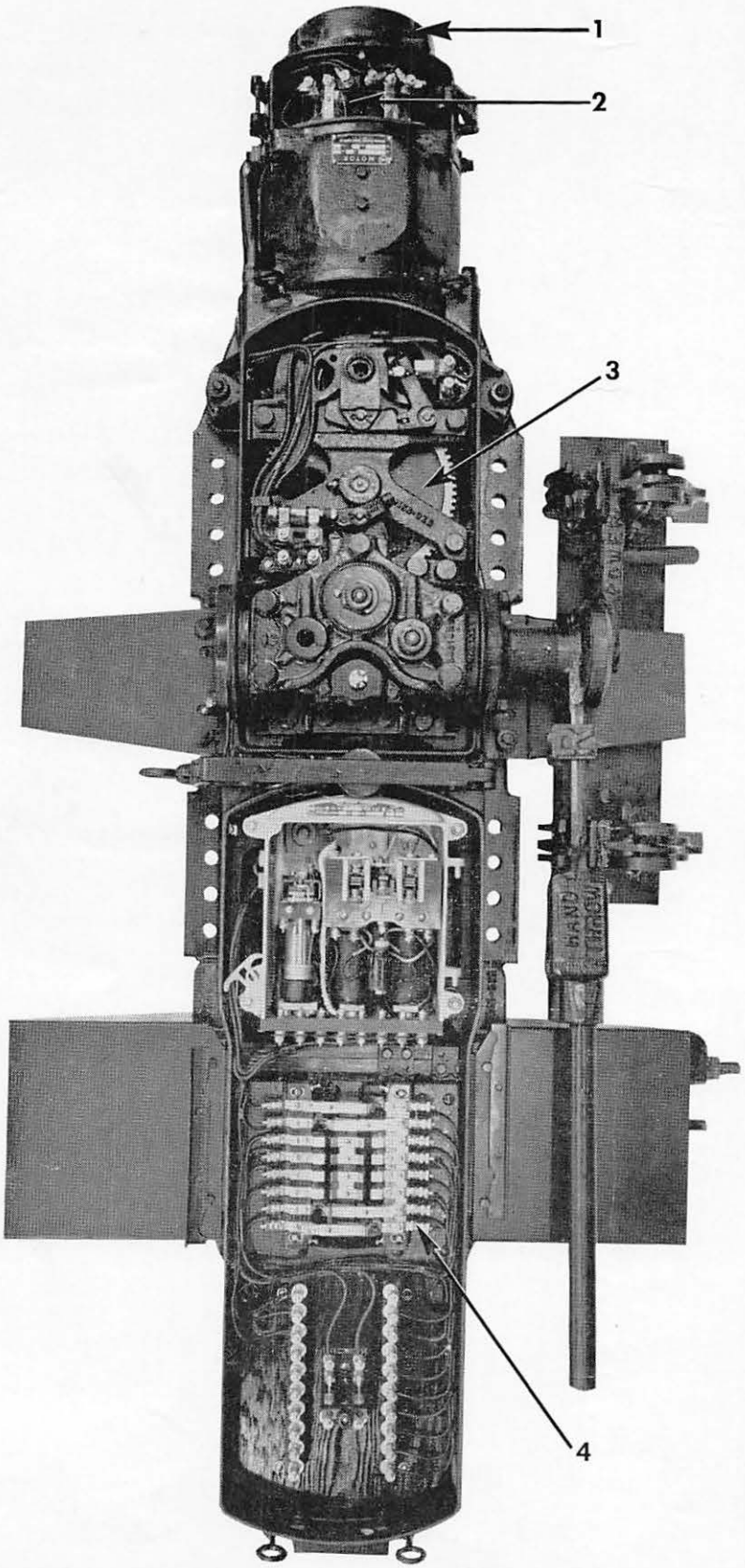
I. C. C. BUREAU OF SAFETY ANNUAL REPORT

HOW TO BUY

COVER STORY

N.P. Maintainer Henry Foos' territory needs plenty of attention in winter months. See how this signalman uses inventive talent to keep the signals on his section operating smoothly . . Page 70

DESIGNED for the maintainer



MODEL 5H SWITCH MACHINE

GRS ELECTRIC SWITCH MACHINES HAVE THOSE EASE OF MAINTENANCE FEATURES THAT MAKE THEM THE CHOICE OF MEN "IN THE KNOW"

1 When current is cut off the motor, the armature and the gear train are held firmly by a ceramic permanent magnet holding device. High-energy Indox-ring magnets give powerful magnetic detent. No mechanical contact between magnetic elements—no freezing—no wear—no maintenance.

2 Commutator is protected against frost. A silicone-treated, moisture-repellent jacket wipes the commutator surface. A transparent shield deflects any condensation drip, and also permits visual inspection of the brushes.

3 Clutch is easy to remove in all models. Improved design of gear train in dual control models, permits clutch removal without disassembling the dual-control mechanism.

4 Point detector has knife-edge, frost-cutting contacts with extra-heavy pressure and long wipe. Good all-weather electrical contact.

You get all these features in Models 5E, F, G, and H switch machines—plus rugged construction and simplicity of design to assure long, dependable service with minimum maintenance.

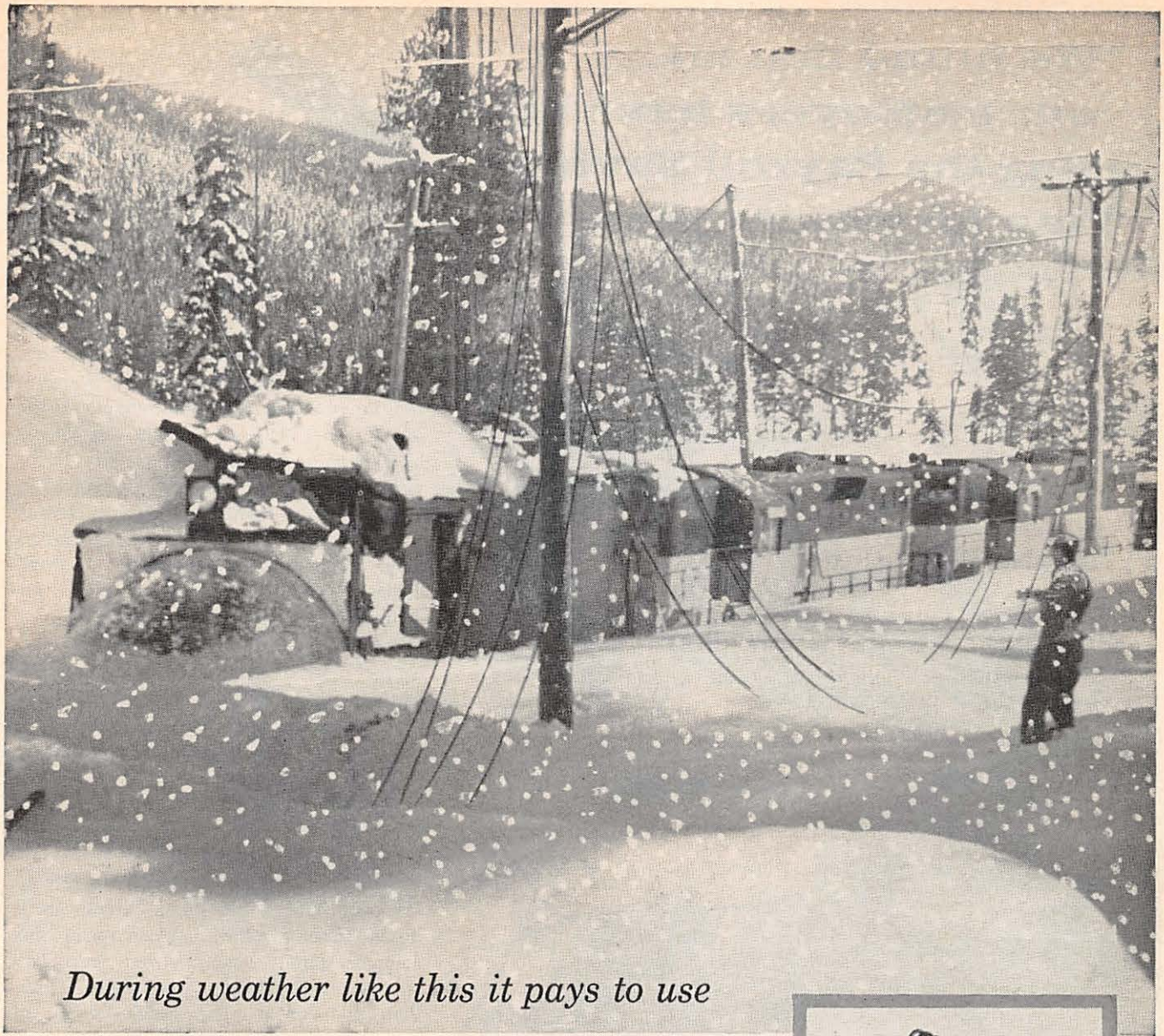
TOOLS FOR TRANSPORTATION

GENERAL RAILWAY SIGNAL COMPANY

ROCHESTER 2, NEW YORK

NEW YORK 17 • CHICAGO 1 • ST. LOUIS 1

3117



During weather like this it pays to use

"EVEREADY" PRIMARY CELLS ON STANDBY SERVICE!

When inclement weather causes power outages, dependable auxiliary equipment must be standing by to take over in the emergency. When it comes to signaling power, "Eveready" copper-oxide signal cells perform the stand-by function far better than storage batteries. Why? Because primary batteries afford:

- *Greater battery reserve.*
- *Additional time, if needed, for repairs.*
- *Two separate and independent power sources.*

Use "Eveready" copper-oxide signal cells on your next stand-by installation. For details, write National Carbon Company, Division of Union Carbide Corporation, 270 Park Avenue, New York 17, New York. In Canada: Union Carbide Canada Limited, Toronto.

"Eveready", "National" and "Union Carbide" are registered trade-marks for products of

NATIONAL CARBON COMPANY

UNION CARBIDE

"We found that many of our employees have been using the Payroll Savings Plan for twenty years!"

"Frankly, I was surprised to find out that the Payroll Savings Plan has been in operation for two decades. Even more surprising was the fact that so many of our people have been using the Plan to buy U. S. Savings Bonds every single month since the Plan was first put in. Some of our veterans told me they have used these savings to help buy homes, put youngsters through college, and to build up their reserve for retirement. Because it benefits the country and the community as well as themselves, we feel more of our people should take advantage of the Payroll Savings Plan. That's why we conduct a new canvass each year to remind them of its benefits. In addition, we call it to the attention of all new employees at the time they come to work."

Perhaps your own company staff has been increased substantially since your last Payroll Savings Campaign. If you will contact your State Savings Bonds Director, he'll be glad to set up a thorough canvass of your company family, and see that every employee gets a friendly explanation of the Plan, and how it makes regular saving so easy it is actually automatic.

ALL U.S. SAVINGS BONDS—OLD OR NEW—EARN ½% MORE THAN BEFORE

The Signalman's Journal

THE U. S. GOVERNMENT DOES NOT PAY FOR THIS ADVERTISEMENT. THE TREASURY DEPARTMENT THANKS, FOR THEIR PATRIOTISM, THE ADVERTISING COUNCIL AND THE DONOR ABOVE.

GRAND LODGE DIRECTORY

Jesse Clark, President
2247 Lawrence Ave.,
Chicago 25, Ill.

C. L. Bromley, Secretary-Treasurer
2247 Lawrence Ave.,
Chicago 25, Ill.

D. W. Helt, President Emeritus
702 N. Dunton Ave.,
Arlington Heights, Ill.

Vice Presidents

E. J. Burman
2247 Lawrence Ave.,
Chicago 25, Ill.

C. S. Chandler
3180 Hargrove Lane
Florissant, Missouri

Carl K. Fields
400 First Street, N.W.
Washington 1, D.C.

T. H. Gregg
Mail Address: Box 528
Bristol, Tenn.
Telegraph Address:
Abingdon Highway
Bristol, Virginia

M. S. Mason
1005 Haas Building
219 West 7th Street
Los Angeles 14, Calif.

Gerald Orndorff
220 South State St.
Chicago 4, Ill.

Grand Lodge Representatives

C. J. Chamberlain
2247 Lawrence Ave.,
Chicago 25, Ill.

M. B. Frye
2247 Lawrence Ave.,
Chicago 25, Ill.

B. H. Steuerwald
400 First Street, N.W.
Washington 1, D.C.

Board of Trustees

Wm. H. Lewis, Chairman
523 E. Third St.
St. John, Kans.

C. R. Scott, Secretary
23 Third Street
Belleville, Ont. Canada

W. D. Wilson
8 Andrew Place
Fair Lawn, New Jersey

Affiliated
with AFL-CIO
and Canadian
Labor Congress

The Signalman's Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

Paul T. Drummond, Editor and Manager
2247 Lawrence Ave., Chicago 25, Ill.

MARCH, 1961

Vol. 42, No. 3

IN THIS ISSUE

Live a Little Longer 69
By Dr. William A. Sawyer

Cover Story
N.P. Maintainer Uses Inventive Talent
To Keep Signals Operating Smoothly 70
By Donald Sims

Rail Labor Hails New Accident Reporting Rules 74

The Outdoor Scene 75
By Fred Goetz

How To Apply For Unemployment And Sickness Benefits 76

Your Washington Reporter 78
By Albert Jenkins

Improved Health And Welfare Plan Effective March 1 80

National Railroad Adjustment Board Awards 82

I.C.C. Has Responsibility In Mergers 83

How To Buy 85
By Sidney Margolius

Railroad News In Brief 87

I.C.C. Bureau Of Safety Annual Report 88

RLEA Adopts Resolution On Unemployment 92

Local Lodge News 93

Obituary 96

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago 25, Ill., on Form 3579.
ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago 25, Ill., if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Entered as second class matter Oct. 13, 1939, at the post office at Mount Morris, Ill., under the Act of Aug. 24, 1912. Re-entered at Waterloo, Wis., Oct. 8, 1955. Accepted for mailing at the special rate of postage as provided in Paragraph 4, Section 34.40, Act of Feb. 28, 1925. Subscription $2.00 per year. Single copy 25 cents.

SINCE 1842...

GLASS CONTAINERS HAVE BEEN UNION PRODUCED IN THE U.S.A.

Glass jars let you see the quality before you buy!
Glass shows the size and number of servings, too.
And pure glass can't change sun-ripened flavors.

GLASS CONTAINER MANUFACTURERS INSTITUTE, 99 PARK AVENUE, NEW YORK 16

Live a Little Longer

Readers Want To Know

By Dr. William A. Sawyer, IAM Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists. Dr. Sawyer cannot answer individual correspondence.)

HERE ARE SOME QUESTIONS that have been asked by readers.

Is there anything harmful in these meat tenderizers?

Usually the enzyme from the papaya plant is used for this purpose. An enzyme is the product of living cells and speeds up a chemical action. The enzyme softens the connective tissue as well as the muscle protein and makes meat more tender. Cooking make the enzyme harmless. No ill effects have been reported from their use. I recommend tenderizers from the papaya plant.

Is there any help for leg cramps in older people, particularly at night?

Quinine sulphate in two capsules, taken at bedtime has proved helpful for some. If no results are obtained with one capsule at bedtime, take one after supper and one at bedtime. It may be necessary to take the quinine several consecutive nights before getting any benefit.

What is the best treatment for getting rid of warts on the palms of the hands?

There are different kinds of warts. Some are caused by viruses. Vaccines have been suggested but they have never been sufficiently reliable. Warts are unpredictable and research for cures have therefore been unsatisfactory.

Many Treatments Available

In 30 percent of people, warts disappear without any treatment. Many seem to be cured by almost anything such as boric acid ointment, or hypnosis, or some strong irritating chemical. At other times nothing short of removal by surgery get rid of them. There is no best and sure-fire treatment always. Many doctors, especially skin specialists, usually find some way of eliminating them. Electro dessication (electric needle) plus curettage is considered the best treatment by many doctors.

Drinking water or other fluids with meals is recommended by my doctor. What is the reason? What harm could come from not following his advice?

It is generally thought that at least six to eight glasses should be drunk each day. Water is extremely important to the operation of body chemistry. We get some in our foods. Taking it at meal time is all right if food is thoroughly chewed before drinking the water. It is thought to aid the flow of digestive juices. Like most things that should go into our stomachs, don't overdo it. Not more than one or two glasses at mealtime. Some believe that too much dilutes the digestive juices. Unless one takes too much, this is probably not true.

I have heard of a depilatory wax for removing excess hair from the face. How is it prepared?

It is usually made from ⅔ resin and ⅓ beeswax. If the preparation is too brittle, the ratio of beeswax can be increased. It is applied in a liquid state with a spatula or brush over the area with excessive hair. It is applied ½ inch thick in the same direction as the hairs. The wax will set at body temperature. While the wax is cooling, a small corner can be raised so that when it is cold and hard it can be grasped at this point and pulled away against the direction of the hair growth. It should come away in one piece, holding all the hairs firmly embedded.

Announce GRS Personnel Changes

Mr. P. W. Smith, president of General Railway Signal Co., recently announced the following organizational changes.

Palmer

Mr. J. W. Porter, vice president in charge of sales, has been appointed executive vice president. Mr. Louis T. Freed, western manager, has been appointed sales manager in charge of United States and Canadian Sales, with offices in Rochester, N.Y. Mr. H. C. Palmer, assistant western manager, has been appointed western manager, with offices in Chicago.

Porter

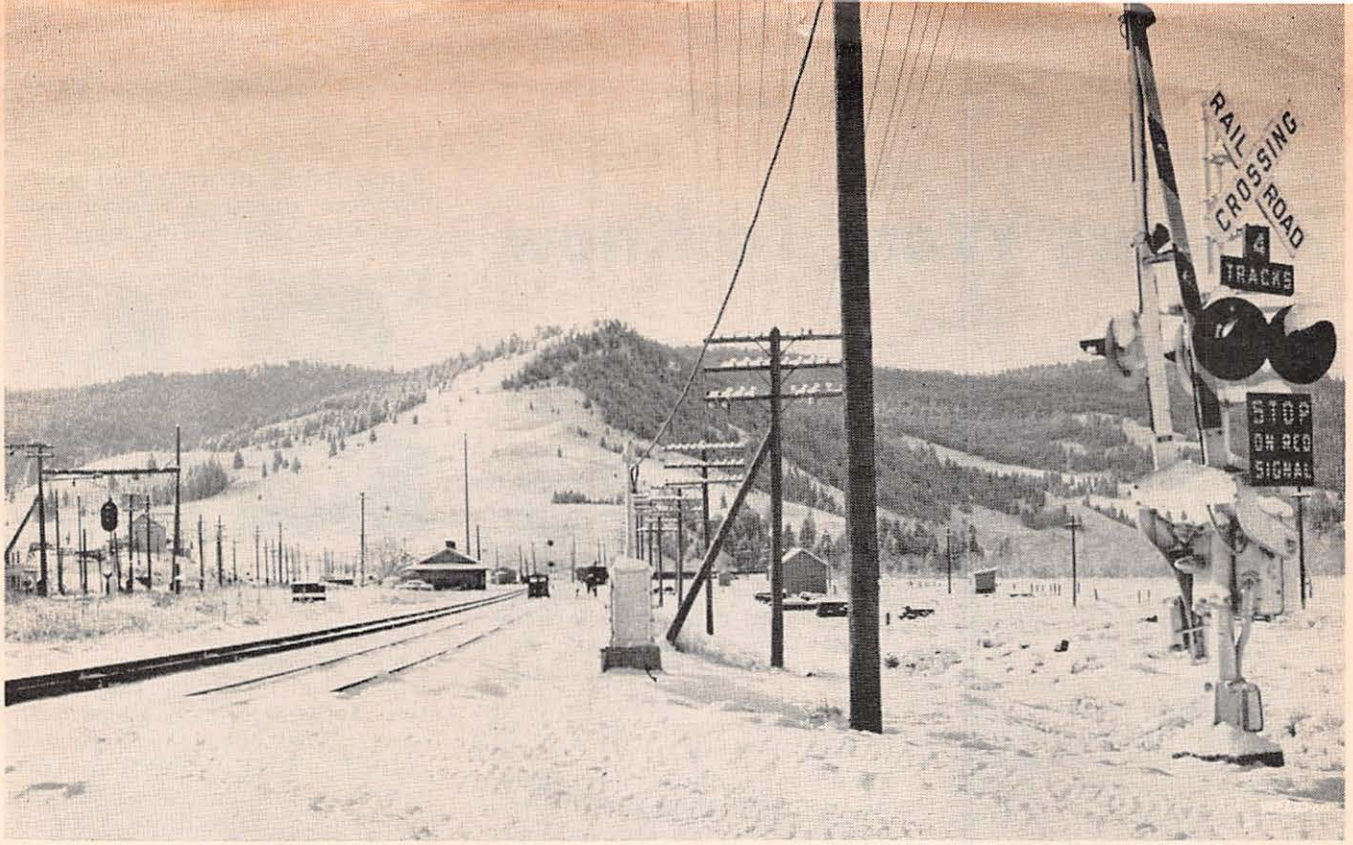
Freed

Mr. Porter, a graduate of Nottingham University and of Regent Street Polytechnic in London, England, started his railway career with the London & North Eastern Railways in 1930, later joining the staff of the London Passenger Transport Board. In 1938, he joined Siemens & General Electric Railway Signal Co. Ltd. After serving as a major in the Royal Corps of Signals, from 1939 to 1945, he returned to Siemens. In 1946, he was appointed signal engineer, and later coordination engineer to general manager, of the New Zealand Government Railways.

Joining GRS, he became export mgr. in 1951, director of foreign sales in 1953, general sales mgr. in 1955, and vice president in charge of sales in 1958.

Mr. Freed was born in Albia, Iowa, and started his railway career in 1926 with the C.B.&Q. Railroad's construction forces. He was promoted, successively from maintainer to signal draftsman to circuit engineer. He joined GRS in 1946 as a sales engineer, with offices in Chicago. In 1954, he was appointed assistant resident manager at Chicago and was later appointed assistant western manager and, in 1957, he was made western manager.

Mr. Palmer was born in Angelica, N.Y. He received a degree in E.E. from Northeastern University and later continued his studies at the University of Rochester. In 1937, he joined GRS, working in the Commercial Department on the production of circuit plans and, later, became a circuit designer in the same dept. After serving in World War II for nearly five years in the Signal Corps, reaching the rank of Major, he returned to GRS and was transferred to Chicago, where he assisted in installation engineering. He was appointed sales engineer in the Chicago office in 1950, and in 1956, he was appointed assistant western manager.



Plenty of snow keeps N. P. maintainers busy during winter months.

ON OUR COVER

N. P. Maintainer Uses Inventive Talent To Keep Signals Operating Smoothly

By Donald Sims

A train passes semaphore signal near Missoula.

WHEN YOU MAINTAIN SIGNALS for a railroad crossing the state of Montana, you expect the winter months to be cold, and they are. Henry Foos, a Northern Pacific maintainer can give testimony to that fact. Brother Foos maintains the N.P.'s mainline along the Clark Fork River and at 31 has already chalked up fifteen years service in signaling.

In the past few years, many significant changes have taken place in signaling practices along the "Main Street of the Northwest," as the N.P. bills itself. The young maintainer has been connected with these changes in two ways. First, he was in a construction gang that installed centralized traffic control on the section, and now he is part of the force that keeps the CTC in good operating order.

If you examined a Northern Pacific Rocky Mountain Division timetable of a couple of years ago, you would find the Third Subdivision was double-tracked between Garrison and Missoula, a distance of 69 miles. The current timetable shows the same roadbed to be single track and under the command of a CTC panel located in the dispatcher's office at Missoula. And a notation beside the panel would list the number of rings for the telephone at Bearmouth, followed by the maintainer's name, Henry Foos.

A two-story frame house at Bearmouth, Montana is headquarters for the section that Brother Foos maintains. Furnished by the N.P., the building is located at what might be described as a wide spot in a narrow canyon.

The house is located between two railroads. On one side is the recently revamped main line belonging to Foos' employer, while a few yards away a pole line and overhead catenary identifies the single track path of the Milwaukee Road. As a matter of fact, the latter's roadbed parallels N.P. trackage most of the way throughout Foos' territory, frequently not

more than a dozen feet away from the N.P.'s property line.

Foos and his Milwaukee Road counter-part are good friends, frequently passing each other and pausing to pass the time of day when their schedules permit.

The reason that the two railroads run so close together is that most of Foos' territory is located in a narrow river canyon and N.P. and Milwaukee Road trains follow the Clark Fork River between Garrison and Missoula.

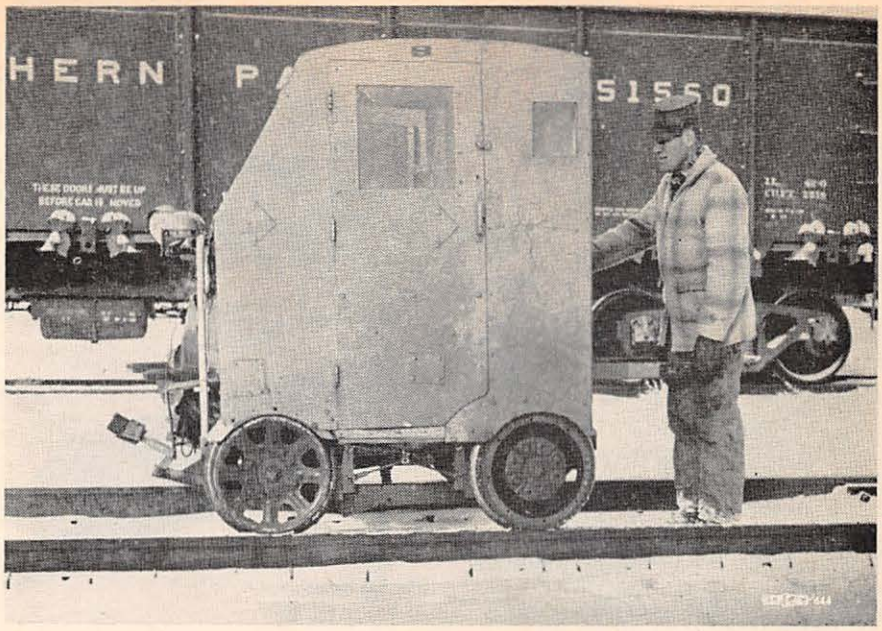
As a result, Northern Pacific's trackage is anything but straight on the Bearmouth section, but it is not slow running territory by any means. For example, the North Coast Limited, N.P.'s crack passenger schedule, averages 57 mph in one direction and 54 in the other while traveling over the Third Subdivision. Freight trains are allowed a top speed of 55 mph on the district and most of the time they can adhere to the maximum.

Because of the winding nature of the territory maintained by Brother Foos, there are very few places where a man can see very far ahead. This makes it necessary for the maintainer to be on his toes at all times. Two short tunnels are located on the Bearmouth district at Willis and Bonita. The Milwaukee Road had to tunnel at the same spot and only the appearance of the catenary system prevents much of the canyon trackage from looking like a double tracked roadbed.

When you start out on a motorcar in the winter months, plenty of warm clothing had better go with you, even though it might be a balmy day by Montana standards. There are times, not too common to be sure, when the temperature will drop 20 to 30 degrees in a single hour. This happens when a cold wave sneaks in from the Canadian Border.

During the winter of 1959-60, the temperature dropped to 48 degrees below zero one night, and stayed well below zero for several days. Foos' house has one coal and two oil stoves, and during the coldest nights he and his wife stayed awake to keep all three heaters going full blast, and even at that the interior was none too warm. And, as was almost expected, the maintainer was called out on the coldest night and spent most of the dark hours roaming about the railroad on a motorcar.

The centralized traffic control system had been cut-in the previous summer and this was its first big cold weather test. So, the bugs existing in the system showed up. In Foos' case, this meant chasing down static which put the dispatcher's phone out of order.



Brother Foos puts his motorcar on rail during a light snow storm. He never wears hooded jackets. Doesn't like to be closed in he relates.

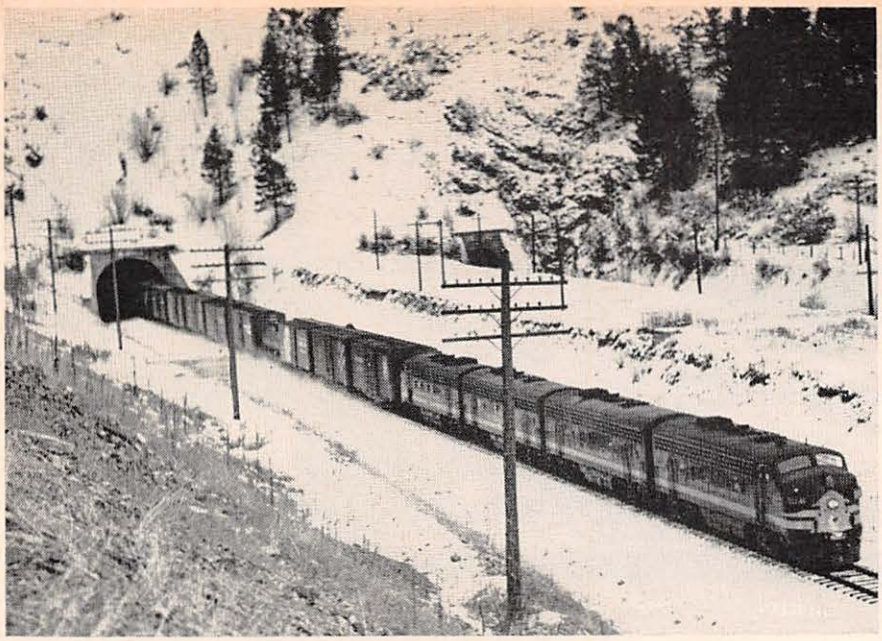
Motorcars Equipped With Heaters

Fortunately for signal maintainers in Montana, covered motorcars are required. This makes it easier to get about. They are also equipped with small heaters which adds to the maintainers' comfort.

During inclement weather, particularly in winter months, there is considerable motorcar traffic in the Montana mountain country. To keep a railroad operating in this climate takes considerable manpower and the section forces keep several motorcars operating during bad weather, which creates a minor control problem within themselves.

To prevent the possibility of rear end collisions between motorcars, Foos attached a large automobile-type red brake light to the rear of his track speeder. The light is connected to his brakes so that when he stops, a red light is illuminated. In sections where motorcar traffic is heavy, the addition of a brake light has a distinct ad-

A maintainer that believes in neatness, Brother Foos is shown sweeping the night's accumulation of snow away from entrance to auxiliary generating plant that furnishes standby power.



Here a freight train emerges from a tunnel near Bonita. Note that the tunnel was built for double track operation. One track was removed when CTC was installed.

vantage, particularly in foul weather and at night. Several section hands have let the signalman know that they appreciate the idea.

You might say that Henry Foos is somewhat of a "gadgeteer" and inventor, since the brake light isn't the only innovation made by the Bearmouth maintainer. He has certain ideas about maintaining his job, ideas that are pretty well adaptable to most signal maintaining chores.

The front end of the N.P. maintainer's motorcar hasn't been neglected. Mounted directly below the wind shield is an automotive type spotlight. It may be operated from inside the car and has proved to be useful to the signalman. The spotlight can be turned on a signal that needs attention or Foos can illuminate the wires along his territory and locate breaks and other trouble conditions.

Usually when the maintainer is moving along on his motorcar at night, he keeps the spotlight turned on and focused on the rail a few feet ahead of his car. This makes it possible for him to spot obstructions that might be in his path. Recently, he spotted a ten inch section of rail missing and was able to stop in time, saving himself and the motorcar from a rough ride along the ties.

Turning to the subject of railroad keys, Foos has shown another penchant for invention. When you are out working in below zero weather, it's no time to be fumbling for a key to unlock a signal head or the lid to a battery box. So, Brother Foos took three of the most commonly used railroad keys —a signal key, switch key, and Raco key — and welded them to form a T-shaped affair. Frozen hands or not, there is no groping around on a jumbled key ring to find the right combination. It's all there on a single assembly.

The motorcar indicators on the Bearmouth district are of the latest General Railway Signal design. They consist of two lights, a red and a green lens for each direction. After being in service a few weeks, it becomes apparent that the indicator lights would be hard to see on bright days since they were not shaded.

Borrowing a leaf from the full sized signal heads, Brother Foos fashioned miniature shades from sheet metal, painted them a dull black and installed them on the motorcar indicators on his section. The shades appear to be a factory produced item.

This inventive maintainer was also granted permission to design the stand which supports an emergency power generator at Bearmouth. The generator is an Onan gas powered model, capable of energizing the signal system between Garrison and Missoula if an emergency should arise.

The generator produces 220 volts which is stepped up to 4400 volts for transmission purposes, then is reduced to the proper voltage at the point where used. The house enclosing the generator is directly opposite the section house occupied by Foos.

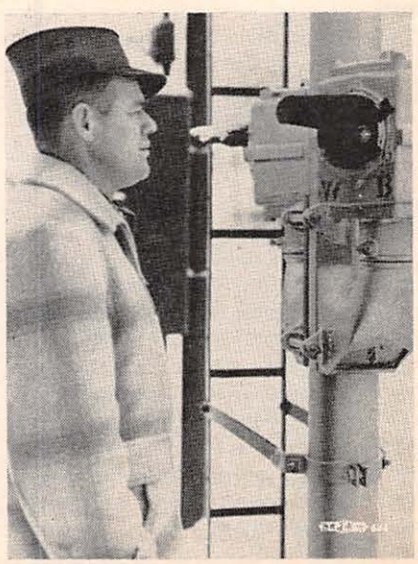
A spacious metal tool shed is located about fifty yards from Brother Foos' home. The shed is equipped with an oil heater which is a necessary part of railroad life in Montana. After coming in from a cold winter trip on a motorcar, the comforts of a heated house are to be appreciated.

Hanging on Foos' living room wall is the company telephone, a direct link with the dispatcher in Missoula. And there are a lot of similar phones hanging from walls throughout the Rocky Mountain Division. When the communicator starts its clicking sequence, many a pair of ears listen attentively to hear if its their turn to go out on trouble.

On the other hand, the telephone is a convenience. Foos takes his early morning lineup while waiting for breakfast. And if he has to wait on a train or can't get through to the dispatcher, there's always time for an extra cup of coffee. The morning lineup comes from an office in Garrison, and the p.m. sheet is issued from Bonner, a station just west of Missoula.

The pattern of CTC dispatching at the Missoula office calls for lining up two sidings in advance of a train, so the Bearmouth maintainer can keep pretty close tab on train movements from experience and the many motorcar indicators that grace the district.

Prior to CTC, when double track was in vogue, the motorcar traffic would get an occasional thrill from the nearby Milwaukee Road. The electrics on that line are very quiet and could sneak up behind a maintainer before being



Brother Foos inspects a track motorcar indicator. The shade is his own design.

heard. Foos opines how he would look back on occasion and see a headlight looming toward his motorcar. The first glance was usually too fast to tell which road the train was traveling, so the N.P. men were glad to see CTC arrive on the scene.

Queried about mistaking signals on the two lines, Foos replied: "It's easy now to tell the difference between the two roads because of different color casts and intensities. But before CTC came into being, it was a little harder to choose between them."

On the rear window of Foo's motorcar is a small placard reading: "Join the U.S. Army Reserve." The N.P. signalman is probably the only mobile Army Reserve Recruiter on the railroad. Brother Foos' interest in the Army stems from a two-year hitch during the Korean conflict. He didn't get to the Pacific, but spent his time in the other direction—in Germany. And in what branch of the Army? Why, the Signal Corps of course.

After talking to this N.P. maintainer for a while, you're not too surprised that he still keeps up his reserve training and that he's a master sargeant. He attends monthly meetings in Missoula and takes in a two-week encampment each summer. As a matter of fact, the railroad cut in the CTC on the Bearmouth section one week early in 1959, so as to have things operational before Foos was scheduled for summer training.

Undoubtedly, a track motorcar winding through Montana's Clark Fork River Canyon represents an unusual billboard for military recruiting.

The interior of Foos' tool house is neat and well kept. Here he stores parts for future use.

Despite his youth, Brother Foos is long on signaling experience, having covered more than 800 miles of line on the N.P. He has worked a lot of railroad trackage between Mandan, N.D. and Paradise, Montana.

Brother Foos was able to get an early start in his career because 1944 was a war year and age limits were low. Starting with a gang in Laurel, Montana, Foos was constantly on the move, seeing a lot of the Rocky Mountain and Yellowstone Divisions. Then he maintained the Billings Yard and mainline in both directions out of that Montana city.

After Billings, Bearmouth was the next stop for exactly one year. When word came that N.P. was going to install CTC on the Rocky Mountain Division, Foos decided that he wanted to get some experience in the new system. So he bid in a job in the construction gang and as a result ran the gang for a year and a half, bumping back to Bearmouth when the job was completed. He has remained there for the past two and a half years.

Switch Heaters Essential

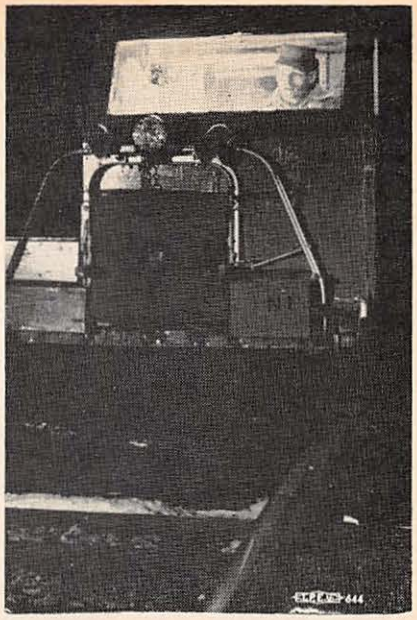
Because of the severe winters in Montana, all power switches in Foos' territory are equipped with heaters. Two styles of heaters are in use — tubular and ballast. The tubular heaters operate on 220 volts, while the ballast type draws 55 volts of electricity.

When the heaters are turned on during cold weather or snow storm, each siding is bathed in a fog of steam. It wasn't intended this way, but the switch heaters make an ideal place to warm cold hands.

The limits of Foos' territory are dictated by signal 655 east of Drummond siding to signal 966 west of Bonita. This represents 31 miles of single track CTC territory. Completed in 1959, CTC was installed in three locations — Drummond, Bearmouth, and Nimrod. Drummond is ten miles east of Foos' home base and Nimrod is located 8 miles to the west.

Due to the original double track operation, it was a simple matter to create long passing tracks in the CTC territory. Mostly, it was the westbound main that was removed and sidings were left measuring about 10,000 feet in length.

An inventory of the GRS Type K1 CTC installation shows that there are a half dozen electric switches plus four electric switch locks. Motorcar indicators are located at all switches, distant signals, and obscure vision locations, for a total of 26 such signals on the 31 mile Bearmouth district.



Brother Foos is shown on one of his frequent nocturnal trips along the Northern Pacific.

On the Northern Pacific, maintainers take care of their own power feeds. The N.P. purchases power to operate the signal system on the Third Subdivision, feeding in 4400 volt current into the system at Drummond and Garrison. The voltage is reduced to 110 volts at the pole line drops and is further reduced to 11 volts for signal purposes. The generator at Foos' headquarters supplies standby service.

The signalman is obliged to walk his section twice a year, inspecting the bond wires on the 112 pound rail with which the Third Subdivision is equipped.

Northern Pacific trains are equipped with two-way radios, and although Foos does not maintain any radio facilities, there are a few booster stations located on his territory. They are identified by a short wire rising from a tall pole and are located at Drummond, Bearmouth, Nimrod, and Bonita.

Even though radio is not in his line, Brother Foos is interested in radio control and communication. There has been some talk about equipping motorcars in the mountainous sections with two-way radios and the N.P. maintainer thinks it would be a worthwhile expenditure.

Foos can see a couple of reasons why the idea would pay. First, he says: "I could catch a hotbox or detect dragging equipment on a passing train and notify the crew." Next, "If a block was out, I could

notify approaching trains of the cause of the trouble and save them from having to crawl to the next signal. For the 'hotshot' freights across this district, this would save quite a number of minutes," he related.

Average traffic across Foos' district consist of four freights daily in each direction plus a couple of locals. Passenger traffic adds up to four trains a day—two in each direction. Two of the first class runs are scheduled when Foos is normally on duty.

There isn't much to say about the topography of the area in which Brother Foos works, except that it is a river canyon flanked by mountains. The Northern Pacific follows the natural path of the river, but it crosses from one bank to the other quite frequently making bridges an important part of the N.P. property in this area.

In following the Clark Fork River, little room is left for tangency, but this doesn't hinder the progress of trains as all grades on the section are nominal.

The track motorcars used by signalmen in the canyon are equipped with rubber boots, not because of grade conditions, but because of the icy conditions which prevail during winter months.

Whatever else you can say about life in the Clark River Fork Canyon can't detract from its appeal to the outdoorsman. There are plenty of elk and deer to be had in the winter, and in summer warm water bass and trout abound in nearby streams. Since Brother Foos is an avid hunter, attributes of the surrounding countryside are not ignored.

A hunting tale from last winter illustrates two features of the Bearmouth section. During November, one of the N.P. maintainer's neighbors shot an elk a couple of miles above the siding. This was during weather when the temperature had dropped many degrees below zero. The elk was frozen where it fell, and then it was brought to Bearmouth, and the carcass hung in a garage until late February before it thawed.

Collect Relics

The station at Bearmouth was once a gateway for gold mining country to the north. Besides his interest in outdoor activities, Henry Foos also collects old newspapers, timetable, and other relics dealing with the country where he works. His pride and joy is an 1893 Northern Pacific employe timetable unearthed when an old building at Bearmouth was razed.

The maintainer can also tell you about a couple of daring train robberies that took place in the canyon during those years when trains carried gold bullion for the nearby gold mines.

Local 87 in Laurel, Montana, has always been home base for the maintainer at Bearmouth. During the years when he roamed about the N.P. mileage, he maintained his Brotherhood affiliation through the Local where he first went to work.

Just about the time that signalman Foos is going to work, his son, Allan, and daughter, Leslie, are making the half mile trip to the main highway. There they catch a school bus to Drummond where they attend grammar school. Then Judy, the maintainer's wife, can turn her attentions to housework.

To complete the story on Brother Foos, we can point to another useful idea developed by the N.P. signalman. He fashioned a device that can clean the dirt and grease from switch points. The design is simple—a wire brush mounted on a sawed off broom handle. The brush is small enough to reach areas which couldn't be reached without losing some skin off the knuckles otherwise. And, what's more, it's safer. The accidental movement of a power switch will catch the brush, but not your hand. Foos has submitted the idea to the railroad's headquarters in St. Paul for consideration as standard equipment for trackmen.

In brief, you might say that Henry Foos is a young signalman with a lot of experience, and one who has made the most of it.

Rail Labor Hails New Accident Reporting Rules Put Into Effect by I.C.C.

FOUR MAJOR CHANGES IN accident reporting rules for the railroad industry which went into effect February 1 have been hailed by the Railway Labor Executives' Association as "a major advance, but only a first step, in railroad labor's determined and continuing campaign to reduce the mounting toll of accidents on the railroads."

The new rules were announced by the Interstate Commerce Commission last December 22, and although they are effective as of February 1, they will apply to the reporting of accidents that occurred during January.

The RLEA listed the major changes in accident reporting practices for the railroad industry which are established by the new rules as follows:

(1). Henceforth, accidents to all railroad employes must be reported. This change was made mandatory by Congress in legislation enacted last year. Previously, the ICC had required the reporting of accidents to only a portion of railroad employes and accidents to certain occupational groups were excluded.

(2). Hereafter, any accident serious enough to incapacitate an employe so that he is unable to perform his regular duties for a period of 24 hours or more must be reported. Previously, accidents in the railroad industry were reportable only after 72 hours' incapacitation, although the general practice in other major industries is to submit reports on a 24-hour basis.

(3). The previous permission granted to the chief medical officer on each railroad to determine whether "doubtful" cases should be reported has been eliminated, with the result that responsibility is now placed on the railroads to report all accidents serious enough to prevent an employe from performing his regular duties.

(4). Beginning in calendar year 1962, a separate report form must be submitted for each reportable personal injury. Carriers who wish to make reports in this way immediately, however, will be permitted and encouraged to do so.

The RLEA said that the new rules were worked out jointly in discussions between the staff of the ICC and committees representing the RLEA and the carriers. The RLEA committee was comprised of A. E. Lyon, RLEA executive secretary, Harry See, chairman of the RLEA's Committee on Safety, and C. D. Bruns, vice president of the Sheet Metal Workers' International Association.

The RLEA said the same committee will continue working with representatives of the carriers and the ICC during the coming months to effect further changes in the accident reporting rules which may be necessary. The committee plans to check on the reporting of accidents under the new rules and on the adequacy of the information which is now required, the RLEA stated.

IN OUR LAST COLUMN AN EXCERPT of a letter from Brother O. W. Butcher of Walbridge, Ohio, a member of Local 216, told of a prime buck deer downed by hunt-partner V. W. Jividen, also a member of Local 216. It was an 11-pointer and tipped the scales at 225 pounds.

We asked if any of our readers could top that one.

A subsequent letter from Bob Nelson, Local 154, Minot, North Dakota, aims to do just that. Bob sent a pic of a 12-pointer (six matched points on each side of the rocking-chair rack) that he nailed 75 miles northwest of Minot on opening day of the season. It took four, well-placed shots from his 30/06 to bring the critter down for keeps.

Wilbur Boldt, North Dakota game man, tabbed the weight at 300 pounds—the second largest whitetail buck downed in North Dakota during the 1960 season.

OK, Bob, your kill is hereby recorded in these columns.

Anybody top that one?

Brother Nelson with 12-point white-tail buck.

Another signalman who will take off on a fish or hunt junket at the drop of a hat is F. A. Wandrey of Kouts, Indiana. He is a retired member of Local 146 with 48 years service as a signalman behind him.

Brother Wandrey with prize kill.

In season, F. A. goes where the wild geese go, and has lots of time to do just that. Here's a snap of Brother Wandrey and two honkers that he brought down with his trusty 12 gauge.

F. A. says they were gunned down along the Kankakee River in Porter county. He contends the Kankakee used to be one of the finest fishing spots in the land until it was dredged.

* * *

Brother A. G. Wiesjohn and the Missus are "all year round" fishing fans. They take off for the sunny climes of Florida each January and don't return home in Plymouth, Indiana, until sometime in April.

Angler Wiesjohn retired from the Pennsylvania Railroad on December 31, 1955. He was a charter member of Local 73 and completed 45½ years service in the signal department.

Brother and Mrs. Wiesjohn display catch.

Here's a photo of the Wiesjohns that prove their piscatorial prowess—four largemouth bass taken from Lake Griffin, six miles north of Leesburg, Fla.

The two largest bass in the photo went around eight and nine pounds.

"Wake me up in Leesburg boys, I'm headed for those bass."

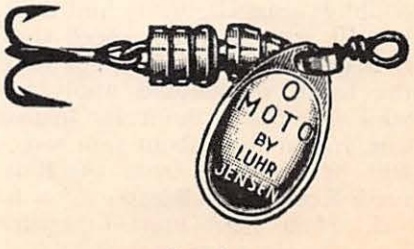
* * *

We would like to send all the members of the Brotherhood of Railroad Signalmen, active or retired, and the immediate members of their families, a pair of illustrated MOTO fishing lures.

All you have to do to qualify for the lures is to send us a black and white snapshot of a fishing or hunting scene and a little information on what the photo is about. Send your letter and photo to: Fred Goetz, Dept. SJM, S. E. 89th Avenue, Portland 66, Oregon.

Please state your union affiliation.

Shortly after we receive the letter and photo, we'll send the lures.



Moto Lure

How to Apply For Unemployment And Sick Benefits

IN THE WINTER OF EACH year, many railroad employes, particularly those engaged in outdoor maintenance work, are laid off because of seasonal curtailment of certain operations. This year many others have also been laid off. Many of these employes are placed in other jobs. However, many others have to apply for unemployment benefits to help tide them over until they can find other work.

Also during the winter months, there are usually more railroad employes forced to lay off from work because of illness. Sickness benefits are available to railroad employes upon application after a specified waiting period.

The following questions and answers explain the steps a railroad employe should take if he wishes to claim unemployment or sickness benefits under the Railroad Unemployment Insurance Act.

1. *Where can I apply for unemployment benefits?*

You can file an application for unemployment benefits with an unemployment claims agent. Generally, such claims agents are railroad employes who have been appointed by their employers to take applications and claims for unemployment benefits. Foremen, supervisors, and station agents often act as unemployment claims agents.

2. *When should I apply for unemployment benefits?*

You should go to an unemployment claims agent and apply for benefits within 7 days after you are laid off. If you wait more than a week, you may lose some benefits.

Bring your latest *Certificate of Service Months and Compensation* (Form BA-6) with you when you apply for benefits. This form contains information on your railroad service and earnings and can help establish your eligibility and daily benefit rate and may speed your first payment. If you do not have the form, you should apply for your benefits without it. In this case, information about your wages will be obtained from the Railroad Retirement Board's records.

3. *How often must I register for unemployment benefits?*

When you apply for benefits, the claims agent will show you how to register on a claim form for the days you are unemployed and you will be told when to return to complete the registration. You will be required to register at least once each week, usually on the 7th and 14th days of the registration period. (A registration period is two weeks or 14 days.) A separate claim form is required for each registration period, since this is the form on which you state specifically which days you were unemployed.

4. *Will the Railroad Retirement Board help me to find another job?*

Yes. The Board operates a free placement service for unemployed railroad workers. First consideration will be given to placing you in a job in the railroad industry. If this is not possible, an effort will be made to place you wherever a suitable job exists. Unemployment claimants apply for this placement service at the time they apply for benefits.

5. *Am I required to make any other efforts to find a job?*

The Board's placement service does not relieve you of your own responsibility to find work. Unless a claimant has good prospects of returning to work soon, he must make a reasonable effort to find a job.

6. *I have just returned to work after receiving unemployment benefits for 3 weeks. If I have another spell of unemployment, do I take the same steps to claim benefits?*

No. An application for unemployment benefits is required only once in a benefit year—when you first claim benefits. (A benefit year begins each July 1.) However, you must file a claim form and register for benefits as before. You should do this within 7 days after you are laid off.

7. *Where do I apply for sickness benefits?*

Applications for sickness benefits are mailed directly to a regional office of the Railroad Retirement Board. You can obtain a pre-addressed form from your railroad employer, railroad labor organization, or from any Board office. If you are too sick to get the form yourself, someone else may get it for you. It is a good idea to keep an application form on hand to use in case you become sick. You must file an application at the beginning of each spell of sickness for which you claim benefits.

8. *When should I mail my application for sickness benefits?*

You should fill out and mail your application to the Board *no later than the 7th day after the day you became sick or injured, otherwise you may lose some benefits.* Someone else may act for you if are too sick to fill out the application form. If you have your latest Form BA-6, you should mail it with your first application for benefits in the benefit year.

Attached to each application for sickness benefits is a statement of sickness which must be completed by your doctor or some other authorized person designated by the Railroad Retirement Board. Tell your doctor about the importance of mailing the form within the time limit.

9. *How do I register for sickness benefits?*

After your application and the statement of sickness have been received in a Board office, a claim form covering the first 14 days will be mailed to you. On this form, you should indicate what days you wish to claim and whether there are any days in the period on which you worked. Mail the form back to the Board office promptly, as failure to do so may cause loss of benefits.

Additional claim forms will be sent to you to cover later periods if your illness lasts more than 14 days. Also, you may be asked to have your doctor furnish more information about your illness and how long you are expected to be sick.

Reductions in Railroad Retirement Wives' Annuities

One of the questions which railroad workers frequently ask about their retirement system is: "Why is a wife's annuity reduced because she is entitled to an old-age or disability benefit from the social security system?"

There are two important rea-

sons. First, the deductions are in keeping with the social insurance principles of the railroad retirement system. Secondly, the removal of these restrictions would add substantially to the costs of the system.

The railroad retirement system is a social insurance system. The benefits that are paid do not depend solely on the individual's contributions; the presumed needs of a worker and his family also determine the types and amounts of benefits that are payable. For example, if a young railroad worker should die, his widow and children can receive substantial benefits over a long period of time. They may receive more in benefits than the family of an employe who paid more in taxes but was not survived by young children. The greater need of the young worker's family is the determining factor.

How do these social insurance principles apply to wives' benefits? Here, it is presumed that the needs of a retired worker with a wife are generally greater than those of an unmarried retired worker. Similarly, the restrictions on wives' annuities are based on the presumption that the needs of the family are not as great if the wife is entitled to her own retirement benefit.

Cost is another important factor. If these restrictions were removed, it would cost the railroad retirement system somewhere in the neighborhood of $10 million a year. The financial soundness of the system could not be preserved unless taxes were increased to provide additional income to pay for these added benefits.

It might be well to point out that the wife of a retired railroad worker can receive both a railroad retirement wife's annuity and a social security wife's benefit at the same time—without any reduction in her benefit under the railroad program. In other words, if her husband worked in both railroad and social security employment and is drawing benefits from both systems, she can also draw two benefits—a railroad retirement wife's annuity and a social security wife's benefit.

If a retired railroad employe's wife is not eligible for a social security wife's benefit but worked long enough to qualify for a social security old-age or disability benefit based on her own employment, the amount of the latter benefit is deducted from her railroad retirement wife's annuity. Sometimes a wife is eligible for three benefits — a railroad retirement wife's annuity, a social security old-age or disability benefit, and a social security wife's benefit. In this case, only the amount by which the social security old-age or disability benefit exceeds the social security wife's benefit is deducted from her railroad retirement wife's annuity. If the social security wife's benefit is larger than the social security old-age or disability benefit, no reduction is made in her railroad retirement wife's annuity.

Also, if a woman is eligible for a railroad retirement annuity based on her own employment in the railroad industry, the amount of that benefit is deducted from her railroad retirement wife's annuity.

These restrictions do not apply to survivor benefits. A widow's annuity from the railroad retirement system is not reduced because the widow is also entitled to a railroad retirement or social security benefit based on her own employment.

Rail Magazine Calls Jobless Pay "Grab Bag For the Idle"

The Railroad Unemployment Insurance Program is a "grab bag for the idle," according to Railway Age, a weekly magazine which frequently reflects the views of management.

In a featured "cover story," which shows how little railroad management has accepted the obligation of taking care of jobless railroaders and how little rail management is concerned with the plight of its jobless employes and their families, the magazine said:

"Glaring inequities in the Railroad Unemployment Insurance Act are costing the railroads $55 million a year. Included in the 'grab' are such items as benefit payment to strikers and to men who quit their job; benefits that amount to 'subsidized motherhood'; and liberal sickness benefits."

The magazine says that future costs to the railroads could be cut 25 percent if the RUIA was amended—it reports some hope along that line—and it also reports "RRB Member Tom Healy" as saying "$55 million—that would buy a lot of box cars."

Healy who is now on the Government payroll and should be concerned with the welfare of all citizens, not merely the profits of management, is also quoted as saying, "We did get our foot in the door—and there have been some encouraging signs."

This remark was made regarding the chances of railroad lobbyists to push laws through Congress which would whittle away benefits justly due rail employes under the Railroad Unemployment Insurance Act.

President Jesse Clark of our Brotherhood called the article "ruthless." He added that "railroad management has told us time and time again that these benefits are part of our wages. In every negotiation between the carriers and Brotherhoods, management goes to great length to show how much rail employes are paid—in all instances using unemployment benefits to augment the employe's hourly wage. Any reduction in these benefits would amount to a wage cut."

The magazine, while admitting that there "are provisions in the present law which permit disqualifications of claimants under certain conditions," goes on coldbloodedly to describe cases of hardship which cut into the profit of the railroads.

Taking a series of isolated instances, reminiscent of the "Featherbed" smear carried on by newspaper advertisements which backfired on the railroads in 1959, the article goes on to decry the safeguards won for unemployed workers by their unions.

Use Same Old Tactics

It is apparent that the railroads haven't learned the lesson in public relations that was taught them by the "featherbed" smear they conducted. Many big city newspapers have recently rekindled the "featherbed" campaign through cartoons and editorials. This issue was undoubtedly stirred up by the big dailies at the insistence of rail management. And, all this is taking place at the same time that rail management is asking their employes and the rail Brotherhoods to join them in combatting the Teamsters attack on "piggybacking."

In the railroads' book of ethics, cooperation is a one-way street that benefits only them.

YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

IN HIS FAREWELL ADDRESS to the Nation, President Eisenhower voiced a warning which is particularly remarkable, coming from a professional military man. He pointed out the enormous growth of the U.S. armed forces and armaments industry in recent years, and then said:

"This conjunction of an immense military establishment and a large arms industry is new in American experience. The total influence—economic, political, even spiritual — is felt in every city, every state house, every office of the Federal government.

"We must not fail to recognize its grave implications," Ike continued. "Our toil, resources and livelihood are all involved. So is the very structure of our society."

Nation Must Guard Against Misplaced Power

"We must guard against the acquisition of unwarranted influence by the military-industrial complex. The potential for the disastrous rise of misplaced power exists and will persist. We must never let the weight of this combination endanger our liberties or democratic processes.

"Only an alert and knowledgeable citizenry can compel the proper meshing of the huge industrial and military machinery with our peaceful methods and goals, so that security and liberty may prosper together."

Commenting on those remarks by the retiring President, a New York Times article pointed out some of the disturbing facts back of them.

It recalled a House committee's investigation last year which revealed that "726 former top-ranking military officers were employed by the country's 100 leading defense contractor corporations.

"Another aspect," the article said, "has been the mutual support by military leaders and defense contractors. The latter finance a variety of organizations that lobby for the military services."

The basic purpose of this military-industrial combine, the article went on, "is seeking a large defense establishment and bigger and better weapons. This purpose has fitted neatly in the atmosphere of crisis since World War II, as the United States continued to be held in the grip of wartime thinking."

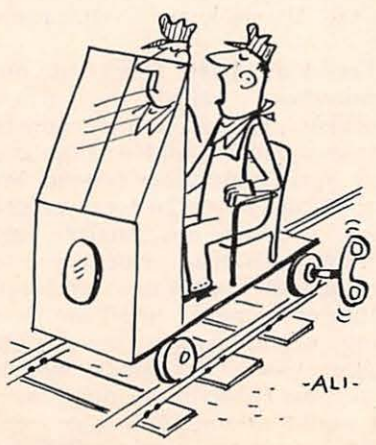
The article points out the immense economic and political power exercised by the military-industrial combine through its spending of about $45 billion a year, "more than half the Federal budget." It points out that "more than three-quarters of the prime military contracts" go to the same 100 giant corporations which hired the "726 top-ranking military officers" disclosed by the House committee's investigation.

Conflict of Interest

Senators Wayne Morse (Dem., Ore.) and Hubert H. Humphrey (Dem., Minn.) have introduced a bill which would require all members of Congress and all high military and civilian government officials to make public annual reports revealing the sources of their outside incomes.

Morse recalled that senators and congressmen often have pried into the private incomes of government officials, and have charged them with "conflict of interest" when the sources of those incomes seemed inconsistent with their public pay and duties. Why then, he asked, should members of Congress object to revealing where they get their money?

Morse, Humphrey and several others in the Senate and House have pushed such an income publicity bill in past years, but it never got anywhere in Congress.



"THE COMPANY'S ON ANOTHER ONE OF THEIR ECONOMY DRIVES."

National Peace Agency

A bill to create a "National Peace Agency" has been introduced by 23 members of the House. Speaking for this group, Congressman Robert Kastenmeier (Dem., Wis.) said the central purpose of the bill is to "give new impetus to our government's efforts to achieve peace and disarmament."

Kastenmeier said those efforts would go faster and further if they were a full-time job of a new government agency such as the one the bill proposes, and which would be separate from and independent of the State and Defense Departments.

As examples of jobs for the National Peace Agency, the Wisconsin congressman said it would "study new approaches to disarmament controls and their policing, explore the political and economic tensions that lead to war, develop proposals to enable national economies to adjust to the economic impact of disarmament, and recruit and train enforcement teams to police atomic test bans and agreements on such difficult problems as controls over poison gas and germ weapons."

Profitable Slums

Why is it that, the more the Federal and local governments spend on slum clearance and redevelopment, the more slums there seem to be? The reason, in the opinion of a growing number of observers, is that the Federal and local tax systems make it more profitable to own run-down slums than to build and maintain decent dwellings.

Senator Paul H. Douglas (Dem.,

Ill.) a professional economist, recently put into the Congressional Record a Look magazine article written by Arthur Rubloff, a big Chicago builder. The theme of the article was "take the profits out of slum ownership."

To do that, Rubloff proposed certain changes in the Federal tax law, but he emphasized the primary importance of local taxes.

At present, he pointed out, the more a slum property owner lets his bulding deteriorate, the lower the local taxes he pays. In contrast, if he spends money improving the building or putting up a new and better one, he is penalized by increased taxes.

Rubloff points out that slum land ordinarily is in the center of cities, and therefore is very valuable regardless of the kind of buildings on it, yet the value of this land is very lightly taxed. He would change this so such land would be taxed at its full value, whether it is occupied by wretched shacks or modern apartment buildings.

Thus, Rubloff contends, taxes would penalize slum owners who let their buildings run down, instead of owners who improve them. Hence, owners, as a matter of self-interest, would do at least part of the slum renovation job that is now being done at the cost of the public.

Good Results Reported

The Rubloff tax system is being tried out in Chicago. Pittsburgh is going at the same problem in a somewhat different way. In that city, local tax rates are much higher on land value than on buildings. Good results are reported from this system of making it unprofitible to own poorly "improved" slum land, and more profitable to maintain or put up better buildings for residential or other purposes.

A Christian Science Monitor article says a lot of people are discovering the connection between low taxes on slums and the perpetuation of slums. It points out that the usual local real estate tax system rewards conscienceless "slum lords" and discourages owners who would like to provide better homes for their tenants.

This same connection between unwise tax policies and slums is pointed out in recent articles in other publications. Now that Chicago and Pittsburgh are pioneering the path, perhaps some other cities will do something about it.

'Gang Code' In Business

Industrialists Use Alibi 'Everybody's Doing It' To Justify Shocking Malpractices

By Michael Marsh

HOW FAR HAS THE "GANG code" type of ethics spread in America? Recent evidence shows that it has spread very far indeed —right into the heart of the big business world.

The gang code operates most openly in the gangs of juvenile thugs in some of our big cities. Their code is that anything goes, so long as the gang approves it. The law doesn't matter, fairness doesn't matter, morality doesn't matter, the Ten Commandments are for mugs. That is gang code in its rawest form.

In a more sophisticated form, this same gang code has seeped into various areas of American life. The sophisticated version runs like this: "Everybody's doing it, so why shouldn't I?"

That's the excuse tax cheaters use to justify themselves. It's the excuse the TV quiz show cheaters used, and the disc jockeys taking payoffs. It's the excuse sales executives use when they hire $100-a-night prostitutes to "entertain" buyers. Even some faithless union leaders have parrotted this excuse to justify shady deals, but the AFL-CIO is operating under a strict code of ethics barring such practices. Also, the immense majority of the union movement is as solidly honest as a rock.

What is most alarming about the spread of the gang code, however, is the new evidence of its hold in the heart of American big business. Part of that evidence comes in the battle at giant Chrysler Corporation. There, the company's former president and its present chiefs have been trading sensational charges of self-dealing and misconduct.

Even more alarming is the case of the General Electric and other electric company officials who pleaded guilty to running a years-long criminal conspiracy to cheat the public by fixing prices and dividing up the business.

Why did these prosperous, respected executives do it? Listen to some of their own answers, as reported by the Wall Street Journal:

F. F. Loock, president of Allen-Bradley Co., one of the guilty electric manufacturers, declared: "No one attending the gatherings was so stupid he didn't know (the meetings) were in violation of the law. But it is the only way a business can be run."

Another of the guilty executives told the Wall Street paper: "One of the problems in business is what is normal practice, not what is the law. If it's normal practice, it's ethical, not legal, but ethical."

Still another said: "When I was first convinced this was going on I thought it was very wrong. I thought of going to them and saying I didn't want the job. But . . . then I didn't know whether I was just being naive. I thought maybe this was the normal thing."

Another declared: "The tendency is for executives, who get stock options, big salaries, pensions and so on, to accept the facts of life going on around them. It is very hard to quit when you get a big compensation, and it's also tough to be a nonconformist under such conditions."

Clearly, the gang code was the thing to follow in these giant electrical firms. To obey the law, to play fair with your customers and the public, you had to be a "nonconformist" and maybe lose your job with all its big money.

Of course, the top chiefs of General Electric have piously declared they knew nothing about all this. But Federal Judge J. Cullen Ganey, who heard the evidence, said that he, for one, was "not naive enough" to think that GE's top bosses "didn't know about it and it didn't meet with their hearty approbation."

Today in America, big corporation executives preach many a fine sermon at public meeting. Their words flow out like honey. Their ads paint a glorious picture of their "corporate image." They see themselves as leaders of American civilization.

But behind this facade, what is the truth? All too often, it seems, the real code of action in these huge corporations is nothing better, at bottom, than the code of lawless street gangs. For the sake of our country, it is to be hoped that the situation changes.

Health and Welfare Plan

Improved Travelers Policy E ective March 1

TRAVELERS GROUP POLICY Contract GA-23000 has been amended effective as of March 1, 1961 to furnish benefits provided by Article V of the National Wage and Rules Agreement dated August 19, 1960.

The following is a brief description of improved benefits provided by the agreement for non-operating railroad employes and their dependents. It is suggested that you clip this article and file it for a handy reference.

Group Life Insurance

On and after March 1, 1961, each non-operating employe who rendered compensated service in February 1961 to an employer party to the August 19, 1960 National Agreement and who then or thereafter becomes insured under Travelers Group Policy Contract GA-23000 for employes and/or dependents' hospital, surgical, and medical benefits, shall be insured for $4,000 group life insurance.

1. In the event of furlough, an employe is insured for group life insurance without payment of premium by him for four months after the month in which he last rendered compensated service. If the furlough continues thereafter, such employe may without medical examination convert* to an individual life insurance policy with Travelers with a minimum of $1,000 and a maximum of $4,000 by making application therefor and payment to Travelers of the first monthly premium before the end of the fourth month after the month in which he last rendered compensated service.

2. Should a furloughed employe return to compensated service before the expiration of the four months' coverage, referred to above, his group life insurance will continue through the end of the month in which he returns to compensated service. The carrier is required to pay a premium for the month in which he returns to compensated service for the following month's coverage and thus there is no lapse in such employe's group life coverage.

3. The group life insurance of an employe off the payroll due solely to sickness or injury will be continued without payment of premium by him for a maximum period of one calendar year after the year in which such empl last rendered compensated ser to the employer party to GA-23(Should the disabled employe return to compensated service December 31 of the calendar y following the year in which he rendered compensated service, may convert* his group life surance coverage to an individ life insurance policy with Tra ers with a minimum of $1,000 a maximum of $4,000 by mak application therefor and paym to Travelers of the first mont premium on or before Jan. 31 n after the calendar year following year in which he last rendered c pensated service. An employe v accepts a disability or age annu under the Railroad Retirem Act while off the payroll acco sickness or injury is protected group life coverage for the ca dar year after the year in wh he last rendered compensated s ice. The fact that he applys and receives either a disability nuity or an age and service annu under the Railroad Retirem Act within such calendar year d not destroy or interfere in any v with his group life insurance p tection as outlined above.

4. An eligible employe on le of absence for reasons other t sickness or injury is protected group life insurance for only month after the month in wh he last rendered compensated s ice. Such employe has the privil of converting* his group life surance to an individual life surance policy with Travelers w a minimum of $1,000 and a ma mum of $4,000 by making ap cation therefor and payment Travelers of the first monthly p mium before the end of the sec month following the month which he last rendered compen ed service.

5. If an employe insured group life insurance retires fr service on an age basis (with disability) for the purpose of cepting an annuity under the R road Retirement Act, such empl is insured for group life insura for one month following month in which he last rende compensated service to a part pating employer.

Such employe may convert* group life insurance to an indiv ual policy with Travelers with minimum of $1,000 and a maximum of $4,000 by making application therefor and payment of the premium to Travelers before the end of the second month following the month in which he last rendered compensated service.

6. If an employe insured for group life insurance resigns from the service of the employer or is discharged from such service he shall be entitled to convert* the group life coverage to an individual life insurance policy with Travelers with a minimum of $1,000 and a maximum of $4,000 by making application therefor and payment of the first month's premium before the end of 31 days following the date last worked terminating in resignation or discharge.

Each employe insured for group life insurance has the right to designate a beneficiary or beneficiaries of his choice to receive such benefits at his death.

Should an employe fail to designate a beneficiary or should his designated beneficiary or beneficiaries die before the employe's death, the proceeds of the group life insurance would be paid to the employe's wife or husband if living at the death of the employe; if not living, to the employe's surviving children, equally; if none survives, to the executor of the will or the administrator of the estate of the employe.

Designation of beneficiary forms will be distributed in the near future by the carriers and each employe should complete his form promptly and mail to:

The Travelers Insurance Company
Group Dept.—Railroad Division
Hartford 15, Connecticut

An employe who desires to change his beneficiary may do so at any time by filling out another designation of beneficiary form and mailing it to the above address.

Improved Hospital, Surgical And Medical Benefits For Dependents

1. Effective March 1, 1961, eligible dependents will be entitled to hospital, surgical, and medical benefits equal to the benefits provided for employes under Travelers Group Policy Contract GA-23000 except for home and office visits by physicians. Eligible

dependents who were confined to hospitals on March 1 will be entitled to the increased medical, surgical, and hospital benefits on and after March 1, 1961.

2. The major medical benefit provisions heretofore applicable to employes only, now become applicable to each eligible dependent effective March 1, 1961. Eligible dependents who were confined to the Hospital on March 1, 1961, will not be entitled to major medical protection until the expiration of 30 days after the termination of such hospital confinement or until Travelers is furnished with evidence satisfactory (to Travelers) that such dependent has completely recovered from all injuries and sickness.

Under the major medical provisions now applicable to both employe and each dependent, where the hospital, surgical, and medical expenses exceed the basic benefits in the contract the employe bears the first $100 of such expense each calendar year and the major medical portion of the contract then pays 75 percent of all such excess expense up to a maximum of $5,000 for each employe and/or for each eligible dependent within the lifetime of such employe or such dependent.

Where drugs and medicines, obtained from a drug store or pharmacy upon the prescription of a licensed physician, are claimed it should be noted that the sales ticket or bills from the drug store or pharmacy must be identified with the name of the employe when used to support an employe's claim on his own behalf or the name of the dependent where each sales ticket or bill is used in order to claim benefits under major medical for expense incurred on behalf of the dependent. Adding machine tapes, sales tickets, or bills not so identified are not honored for payment by Travelers.

Hospital Extra Allowance

3. Prior to March 1, 1961, the "hospital extra allowance" for dependents including ambulance fees was $200. Effective on and after March 1, 1961, the "hospital extra allowance" with respect to any one period of hospital confinement is $500, plus 75 percent of the excess over $500 and the amount of ambulance charges for transportation to and from the hospital not to exceed an aggregate of $25 in connection with one hospital admission.

Out-Patient Expense

4. Prior to March 1, 1961, "emergency medical care treatment" benefits rendered to an eligible dependent within 24 hours from the time of an accident resulting in bodily injury or for medical care and treatment within 24 hours from and in connection with a surgical operation, the charges made by the hospital for care and treatment of the dependent (except charges for nurses' fees and physicians' fees), and ambulance charges for transportation of the dependent was limited to $200. This has been increased to $500, plus 75 percent of the excess over $500.

Surgical Benefits—Dependents

5. Before March 1, 1961, the maximum surgical allowance for each dependent was $250. Effective on and after March 1, 1961, the maximum surgical schedule for each dependent is $300, identical with that of the employe.

In-Hospital Medical Expense Visits

6. Before March 1, 1961, the maximum allowance for doctor's visits (other than the operating surgeon) while the dependent was confined as an in-patient in a hospital was three dollars for each day the dependent was so confined with a maximum of $360 for all visits during any one period of disability. Effective on and after March 1, 1961, the rate of benefit is four dollars for each day of such confinement with a maximum of $480.

X-Ray or Laboratory Examination—Dependents

7. Effective on and after March 1, 1961, charges for x-ray or laboratory examinations made or recommended by a licensed physician even though such services are not performed in a hospital are reimbursable under the schedules provided in the contract except that the total benefits for all such examinations of any one dependent shall not exceed $50 in any period of six successive months. This does not include x-rays for dental work or treatment or eye refractions. Prior to March 1, 1961, there were no provisions for reimbursement for x-ray or laboratory charges incurred by an employe on behalf of a dependent where such procedures were performed when the dependent was not an in-patient in a hospital.

Extended Furlough Protection—Employes and Dependents

Where the employer has paid at least three monthly premiums under Travelers Group Policy Contract GA-23000 with respect to an employe and such employe becomes furloughed on or after March 1, 1961, the employe and/or his dependents are protected for four months after the month in which the employe last rendered compensated service to the employer, this without payment of any premium by the employe.

Should the furlough period extend beyond four months after the month in which compensated service was last performed, if the employe desires hospital, surgical, and medical protection for himself and/or his dependents, he must pay direct to a Travelers office the first monthly premium for such protection under Travelers Group Policy GA-23111 before the end of such four months. The payment must be accompanied by Travelers Form GI-43642, executed by his last employing officer.

The schedule of payments for hospital, surgical, and medical protection for furloughed employes and/or dependents under Travelers Group Policy GA-23111 is:

Employe Only	$ 4.98
Employe, Wife or Husband, Child or Children	14.63
Wife or Husband, Child or Children	9.65
Employe and Wife or Husband	10.63
Wife or Husband	5.65
Employe and Child or Children	8.98
Child or Children	4.00

***In any case, the maximum amount of group life insurance that may be converted to individual life insurance shall be $4,000 less any amount of individual life insurance still in effect which the employe had previously converted from such group life protection. Should an employe accept a position with management not covered by a union contract and is offered a group life insurance policy by them, the employe may convert a maximum of $4,000 of life insurance less the amount offered by management's plan. Thus, if such employe was offered a $4,000 policy by management, he could not convert any insurance furnished him under GA-23000, if management offered the employe $2,000 worth of group life insurance under its plan, the employe could convert $2,000 of the insurance furnished by GA-23000.**

Should an employe's death occur within the period in which he may convert but before the conversion (if any) becomes effective, the group life insurance shall, nevertheless, be payable under the terms under Group Policy Contract GA-23000.

Monthly premium rates for converted life insurance policies are not available at this time. As soon as this information is released, it will be furnished to each employe.

There will be no conversion charge for converting group life insurance to individual life insurance protection.

National Railroad Adjustment Board Awards

TWO RECENT AWARDS BY THE National Railroad Adjustment Board, Third Division, have sustained Brotherhood claims against the Missouri Pacific Railroad and the Pennsylvania Railroad. The claim against the Missouri Pacific, disposed of by Award 9748, involved failure to call the Assistant on one of his rest days to assist the Signalman in removing trees that had fallen and damaged signal equipment. A Section Man was called to assist in clearing the debris.

The Brotherhood contended that Claimant was available and should have been called. In sustaining the position of the Brotherhood the Third Division said:

The facts of record show that Claimant holds a regular assignment as Assistant Signalman, under Signalman L. D. Adams with headquarters at Myrick, Missouri. Both Adams and Claimant resided at Lexington, Missouri, which is located at about two miles from Myrick.

Under the Agreement between the parties, signalmen and their assistants, are subject to call for service on their rest days, unless they are registered as off call. See Rule 6 (b) of the effective Agreement.

On August 7, 1955, about 6:00 A.M., one of Claimant's rest days, a call was made to Signalman Adams, that a signal was out, and some damage due to falling trees caused by a storm at Myrick, and Adams proceeded in his car to Myrick to repair the damage. There is some evidence here that Claimant had shortly prior to claim date, just moved his residence to Lexington. That the Claimant had notified Mr. Adams where he had recently moved which was some four blocks from Adams residence and he could be reached by Adams at the location described. No mention is made in the record that Claimant had a telephone over which he could be reached by Mr. Adams. Nor did Mr. Adams when he received the call to go to Myrick make any effort to locate or contact Claimant. On arrival at Myrick, Adams discovered the work required to repair the storm damage, would necessitate that he have some assistance, and used the service of a section man to help him. Adams made no effort at this point to call or locate his assistant. For the work performed by the section man, Claimant requests payment for seven hours, 40 minutes at the punitive rate.

Carrier contends that when Adams received the call to go to Myrick, he was advised a signal was out at Myrick and it was not until his arrival there that he knew he would need some assistance to help him remove a fallen tree. He used the services of a section laborer, for the assistance required in removing the debris. Carrier further contends Claimant was not available for service and for the further reason it had no obligation to call Claimant when the work performed by the section laborer was not work to be performed, such required the skill of Signalmen and was not exclusive to that craft.

Under the provisions of Rule 6 (b) applicable here, it appears that the Claimant had advised Mr. Adams where he could be located and that since the Claimant was not registered absent, he must be considered as available for service as provided by the rule. It is true that Adams made no effort to contact Claimant when he received a call to go to Myrick. Adams no doubt assumed he would require no assistance when he received the call. Later developments showed that was bad judgment on his part. On his arrival at Myrick, he found conditions such that he would require assistance and used the services of a section laborer. Here again Adams made no effort to call or contact Claimant, although he knew Claimant was available for service.

Many of the citations of previous awards furnished us by the parties are not applicable here. Rule 6 (b) of the Agreement here is not ambiguous and we must conclude that Carrier did not comply with the provisions of the rule in that it made no effort whatsoever to locate Claimant. Adams did have information where Claimant resided, he knew Claimant did not have a telephone over which he might be reached. There is no provision in the rule that Carrier may be relieved of its responsibility, such as in the instant case, where it has made no effort to carry out that responsibility as set forth in the rule. Award No. 3292 of this Division held that in a situation very similar to this case, that the duty to make the call rests on Carrier, the duty to respond rests on the employe. We agree with the principles upheld in that Award, as applicable here.

Claim should be sustained but only for compensation at the pro rata rate where this Division has stated in many cases that where work is not performed the punitive rate does not apply.

Award 9802—PRR

The claim against the Pennsylvania Railroad, disposed of by Award 9802, was due to the Carrier demoting an Assistant Signalman to the Helper class in the middle of his training period. The Agreement allows a period of sixty-five (65) eight-hour days of service, overtime exclusive, in which to show sufficient aptitude to learn the work.

The Carrier, after subjecting Claimant to an examination when he had finished four periods of training, decided that he did not show sufficient aptitude and that he would not qualify as a signalman or signal maintainer even if allowed to complete the training period.

The Brotherhood's claim asked that the employe be restored to the Assistant class to complete his training and that he be paid the difference between the pay received as Helper and the pay he would have received had he been permitted to continue his training.

In sustaining the position of the Brotherhood the Third Division said:

We are called upon here to interpret the provisions of the Agreement as contended by parties. There is no dispute as to the facts before us. There is no showing in the record here, on behalf of the Carrier, that the Claimant did not possess a **sufficient aptitude** to learn the work as provided in Article 3, Section 1 (1) as evidenced by the fact that Carrier permitted Claimant to complete the first portion of his training period consisting of 65 eight hour days of service. Since Carrier did not return Claimant to the position of Signal Helper, we can only conclude that Claimant possessed **sufficient aptitude** at that time to continue his training as provided by Article 3. Article 3, Section 3 makes provision for failure to qualify after completion of eight training periods of 130 eight hour days each, with overtime excluded. We can

By SIDNEY MARGOLIUS, for The Signalman's Journal

Tips on How to Save on Income Taxes

THERE'S NO REASON WHY moderate - income families should not save all they can on taxes. Well-to-do taxpayers have accountants and lawyers to find all possible legal tax-savers. If you don't take time to keep your tax to the legal minimum, you'll simply pay more than your share of the tax load.

Biggest mistake working families are likely to make is to use the easy-to-fill-out Form 1040A—the punch-card form. This allows you a standard 10 percent allowance for deductions. It does not permit you to itemize deductions, nor to exclude sick pay received while ill or injured.

Before you take this easy way out, try figuring out your tax on either Form 1040W or Form 1040. These forms do allow you to itemize your deductions and also claim a "sick pay" exclusion. Then you can compare the results of itemizing your deductions against taking the ten percent allowance.

Homeowners especially, and also families which give substantial amounts to churches and charities, and those who had large medical expenses or storm losses last year, often find that they pay less tax if they itemize deductions.

We aren't going to try to cover all possible deductions. They are listed in the instructions with your tax forms, and also in the Government's booklet, "Your Federal Income Tax," 40 cents from Superintendent of Documents, Washington 25, D.C., and the more-detailed Lasser's "Your Income Tax" ($1.95 in stores). Instead we want to bring you up to date on tax deductions of special current importance, which you can use if you itemize deductions:

Hurricane Damage

People who suffered damage to homes, cars, boats, shrubbery or other possessions in last fall's hurricanes, can deduct for such damage on the long forms under "Other Deductions." You can deduct only for that part of the loss not reimbursed by insurance.

The big question always has been, how do you estimate the amount of loss, especially in the case of trees and shrubbery? In the case of heavy damage, the preferred way is to have an expert appraise the value of the property before and after. For smaller damages, you can claim as the amount of damage, the cost of repairs necessary to restore the property to its previous condition. If there is no repair cost, and the amount claimed is reasonable, your own estimate probably will be acceptable. If you make the estimate yourself it is desirable to have proof of the damage ready to show if required, especially if you make a large claim. One good proof is a photo of the damage.

You also can deduct for damage to your house, car, and other possessions from other sudden natural causes such as fire, freezing, landslides and blizzards.

Another type of deductible loss wage-earners often overlook, is non-reimbursed collision damage to your car, even if the accident was your own fault, unless you were "willfully negligent" as in driving while drunk.

Working Youngsters

If your dependent child worked part time during vacation or after school, and taxes were deducted from his pay, make sure he files a return. The refund to which he may be entitled will not arrive automatically. It must be claimed. The child can take himself as an exemption on his own return, and you still can take him as a dependent as long as you provide more than half his support.

Dependent Parents

A recent change in the tax laws helps taxpayers who provide the major support of dependent parents or parents-in-law. Now you can deduct the entire medical expense of dependent parents over 65, not just the amount over three percent of your income as in your own case.

In figuring out whether you pay more than half the support of a dependent relative, and so can claim him as an exemption, you can include the value of a room or apartment you provide as well as cost of his food, entertainment, transportation, clothes and medical care. You can estimate the cost of lodging a dependent in your own home on the basis of what a comparable room would rent for in your neighborhood.

Vocational Education

An increasingly important deduction for wage-earners in these days of upgrading skills, is the cost of training or courses needed to keep up your job skills. You can't take a deduction for education you take to get a new or better job. But you can deduct for training to maintain or improve skills required by your job. In that case you can deduct costs of tuition, books and other equipment, and also lodging and transportation if you take this training away from home.

Strike Benefits

The Internal Revenue Service always has insisted that strike benefits are taxable income. However, the service now agrees with a recent court ruling that at least in the case of benefits regarded as gifts to needy strikers, and not as recompense, the benefits are tax-exempt. (Editor's note: RUIA benefits received by rail employes participating in an authorized strike against a railroad are tax-exempt).

Sick Pay

Be sure you subtract from your taxable income any legally tax-free sick pay. You can exclude from taxable income up to $100 a week of sick pay received after the first seven days of an illness. But if you were hospitalized at least a day, or were absent because of injury, you are entitled to a sick-pay exemption for the first week of illness too. You subtract the excludable sick pay from your taxable income on page one of the long form.

Workmen's compensation payments are fully tax-exempt without the above limitations.

Conserve America's Natural Resources

IN OUR FOREFATHERS' day living was simple. There was plenty of land and water and forests for everyone—just for the taking. But today — things have changed. Good, clean unpolluted water is scarce. Lands and forests have been badly mismanaged. We must move quickly to protect these resources if we are to continue to meet the needs of our growing population.

The nation's natural resources—soil, water, timber, and wildlife—directly affect all people. Our abundant life depends upon wise multiple use of these renewable natural resources.

That's why the National Wildlife Federation, a non-profit, non-governmental, educational organization, urges you to join with other citizens in your community during National Wildlife Week—March 19-25—in planning conservation programs to protect your natural resources from improper use and needless waste.

National Wildlife Week, first proclaimed by President Franklin D. Roosevelt in 1938, is being observed throughout the nation. Working through more than 2,000,000 individuals who are members of National Wildlife Federation affiliates, chairmen in each state are organizing local educational campaigns to alert the general public about the need for wise use of our natural resources. Its theme this year is: Multiple Use—Balanced Conservation Planning for the Future. Material for this article has been supplied by the Federation.

Meaning of Multiple Use

An increasing number of people now are making more and more demands upon natural resources. It therefore is important that land and water areas be used for as many, or multiple, uses as possible. If the greatest public benefit is to result, it is necessary to use balanced conservation planning for the future.

For example, forests and ranges and parks on mountains or upland areas serve the purpose of protecting valleys from floods. These same areas can produce timber products, forage for livestock, minerals and many types of outdoor recreations—if they are not over-logged or over-grazed. Similarly, surface streams and lakes can produce valuable water supplies and recreations—if not polluted or clogged with silt.

Natural living places of animals, birds and fish can be destroyed through forest fires, soil erosion, and water pollution. Such abuses mar the beauty of outdoor areas, which become places to avoid rather than use. This unnecessary waste is inflicted by people who do not know how to manage natural resources properly—or do not care.

Each year, there are more and more people. If the nation's natural resources including fish and wildlife, are to supply the needs of these people, it is necessary to have balanced conservation planning for the future. All resources should be managed for multiple uses, which will benefit man and be in the public interest.

Lands and water are the available resources upon which the American people must depend for food, fibre, fuel, and recreation — the basic physical requirements of life. And, as a well kept home must be cleaned, painted, and otherwise kept in good repair, resources must be properly managed and wisely used in many ways. This is multiple-use conservation.

Types of Resources

Resources are generally grouped into two classes: renewable and non-renewable. Renewable resources include all living things, both plant and animal, capable of regeneration to provide materials for the enjoyment of man. Non-renewable resources are rocks and mineral deposits that provide many of the fuels and metals which, when used, to all practicable purposes are lost to man forever. Conservation, or wise use, is essential for both classes of resources.

Soil and water form the basis, the natural resources, for the well-being of every civilization which has existed on the face of the earth. There is a saying that all flesh is grass — epitomizing the fact that great quantities of meat for the table for man and wildlife can be raised on the soil.

There is an intricate interrelationship between such renewable natural resources as water, productive topsoil, forests, grasses, wildlife and man himself. In harmony, all of these resources can be managed for great and lasting benefits for mankind. Abuse leads to low rates of production to contribute to man's loss in wood, food and wildlife. Renewable natural resources, then, must be managed for optimum multiple use or the best use for which particular areas are suited. To assure such a program, a vital necessity as an expanding human population makes added demands upon resources, will require balanced conservation planning for the future.

Multiple use of lands and water resources is a product of a modern industrial civilization or society. To survive as a civilization it is important that none of the natural resources be wasted.

Multiple use applies to the many different purposes man has found for the land and water resources over which he was given domain. The objective of multiple use is to conserve and wisely use the nation's lands and waters in such manners that the greatest benefits in enjoyable living will result for the greatest numbers of people.

The Big Challenge

It is recorded in the history of this planet that civilization perished because the people were unable to understand the need for proper use of soil, water, forests, and wildlife. In the passage of time, man has been able to solve many of the complex natural processes of life.

As each new function is understood, it becomes more apparent that all living creatures must conform to the natural laws or they will succumb. This, then, is the big challenge to the people of America. We cannot afford, nor do we dare to wait any longer but must demand now that aggressive long-range balanced planning for multiple use of all natural resources be developed.

You Can Help

We know that adequate programs to protect our natural resources are necessary to life and the continued well-being of our nation. This is not a problem for one group or one area. It is a national problem that affects every American citizen. You can help in several ways:

Find out if natural resource conservation principles are being taught in your local schools. If not, try to inaugurate such programs and insist that they be included in the science or social studies classes.

Railroad NEWS IN BRIEF

THE COMMERCE DEPARTMENT told Congress on January 15 that a study by its Bureau of Public Roads showed that heavy trucks and buses pay less than their fair share of the cost of Federal-aid highways. Reporting on a four and a half year analysis, the Department said it found a definite indication that the heavier vehicles "should be paying considerably more, in relation to the payments by lighter vehicle groups, than they do now."

THE INTERSTATE COMMERCE COMMISSION has authorized the Lehigh Valley Railroad to discontinue immediately all its main line passenger train service.

THE CANADIAN PACIFIC RAILWAY has placed an order with Union Switch & Signal—Division of Westinghouse Air Brake Company, for interlocking equipment for installation at South Junction on the Adirondack Sub-Division near Montreal. The interlocking will be remotely controlled from a section of an existing Style "C" machine located at Hampstead.

RAILROADS PRODUCE THREE times as much freight service per employe as intercity motor carriers. And in the case of fuel utilization, railroads perform nearly five times as much service for each dollar of fuel expense as motor carriers.

MORE THAN $73 BILLION would be required to reproduce the Class I line-haul railroads. And it would take another $1.7 billion to reproduce the Class I switching and terminal companies, according to the latest estimates of the ICC's Bureau of Accounts.

THE U. S. SUPREME COURT has rejected the appeal of the Railway Labor Executives' Association to restrain the Erie-Lackawanna from putting its merger plan into effect. The RLEA contended that the ICC approved the merger without ordering adequate employe protective conditions.

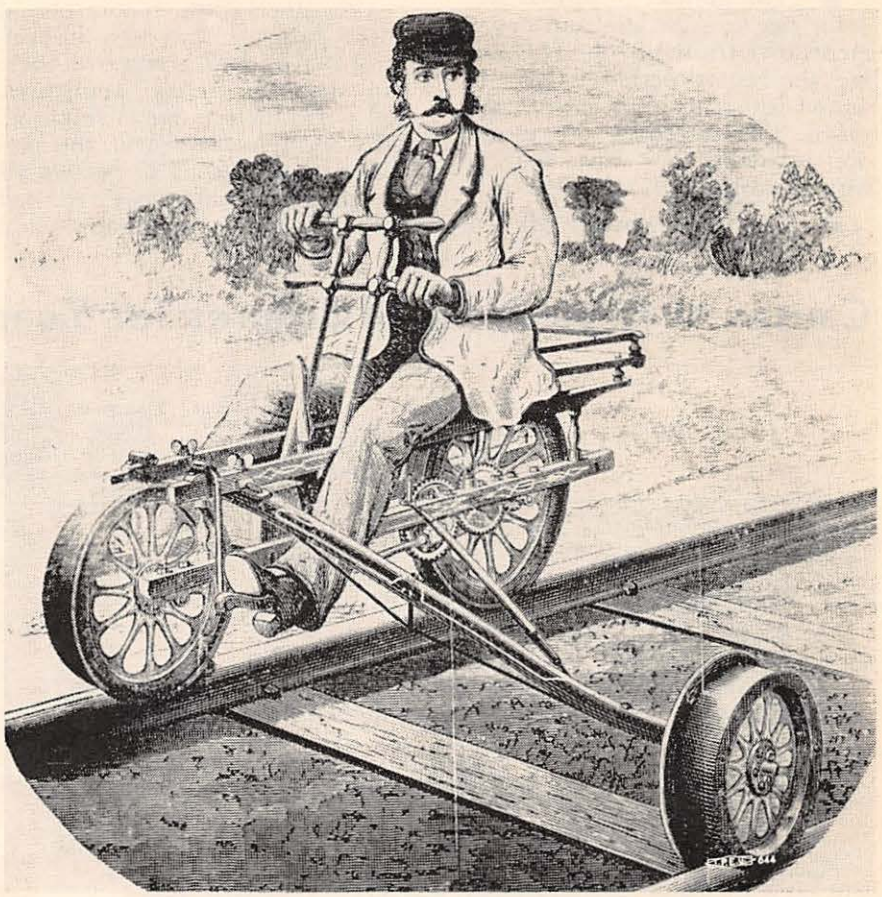
THE CHICAGO & EASTERN ILLINOIS RAILROAD has ordered equipment from the General Railway Signal Company for the installation of 46 miles of Type K2 centralized traffic control between Danville and Watseka, Illinois. The existing sectional-type control machine at Danville will be expanded to handle this new territory.

THE CHESAPEAKE & OHIO RAILWAY recently said that preliminary tabulations show that at least 64 percent of the shares of the Baltimore & Ohio Railroad have been committed to the stock exchange offer of the C & O. Through the exchange of C & O shares for B & O shares, the two railroads will become affiliated as a first step merger, C&O said.

THE INTERSTATE COMMERCE COMMISSION has begun the task of streamlining its complex transportation regulating machinery. It is expected that the reorganization will result in reducing the number of appeals submitted to the 11-man commission from decisions of lesser ICC divisions and hearing officers from 900 to 200 annually.

PRESIDENT JOHN F. KENNEDY recently nominated John W. Bush, Ohio commerce director, and William H. Tucker, an Athol, Mass., lawyer, as members of the Interstate Commerce Commission. Bush has been state commerce director under Ohio Gov. Michael V. DiSalle, and Tucker has been counsel and secretary of Trailways of New England since 1955.

THE ILLINOIS CENTRAL recently sold the air rights above its tracks over a six-block area in downtown Chicago. A $150 million office building-hotel is planned for the site which developers have termed the "greatest undeveloped piece of real estate in the world."



Remember This Old Timer?

One of the early velocipede cars used on the railroads is illustrated in this reproduction of an advertisement offering such cars at only $40 each. The first such hand care was built by George Sheffield in 1879 at Three Rivers, Mich. His Sheffield Velocipede Co. later became part of the Fairbanks, Morse Co.

Interstate Commerce Commission

Bureau of Safety Annual Report

THE BUREAU OF SAFETY AND Service of the Interstate Commerce Commission recently released its annual report reviewing its activities for the fiscal year ended June 30, 1960. This report covers inspections of safety appliance equipment on railroads, hours of service of railroad employes, installation and inspection of signal systems, interlocking and automatic train-stop and train control devices, investigation of accidents and other Bureau activities.

Here are the most significant facts as revealed by the report:

- Defective safety appliances were found on 5.4 percent of the freight cars inspected and 5.35 percent of passenger cars inspected. This compares with 4.81 and 5.23 percent respectively for 1959, an increase that can no doubt be attributed to the decline of railroad personnel engaged in inspecting these vital safety appliances.

- The number of serious accidents due to collisions and derailments investigated by the ICC during the report period totaled 43, one of which involved a track motorcar. This compares with 49 serious accidents in 1959, four of which involved track motorcars.

- The Safety Bureau failed to recommend, following investigation of the track motorcar accident, that the carrier provide adequate protection for the movement of motorcars.

- False restrictive signal failures totaled 25,625 compared with 25,590 for the same period ending June 30, 1959. False proceed signal failures were up from 59 during the 1959 period to 73 for the period ending last June 30. Potential false proceed conditions totaled 11 compared with 8 for the previous reporting period.

The high percentage in the number of defective cars found by ICC inspectors indicate that many railroads are continuing to relax inspections and repairs of safety devices on passenger and freight cars and locomotives. During the report period, a total of 1,579,463 freight cars were inspected; 85,271 or 5.4 percent had defective safety appliances—up from 4.81 percent for the preceding year.

Also, during the report period 34,669 passenger cars were inspected; 1,855 or 5.35 percent of these had defective safety appliances, and 2,188 defects were reported. This is an increase over the preceding year when 5.23 percent of the passenger cars inspected had defective safety appliances, and 1,381 defects were reported. These increases are alarming and bears out our Brotherhood's contention that as employment goes down, the rate of accidents increase and condition of rail equipment deteriorates. It also goes without saying that the number of defective freight and passenger cars operated during the report period is many times the number indicated in the report. Due to the Safety Bureau being understaffed, many defective cars operated that were not inspected.

Hours of Service

During the year ended June 30, 1960, hours of service reports were filed by 591 railroads. Of these, 116 reported 3,251 of all classes of excess service, an increase of 214 instances as compared with the previous year.

The report covered 849 instances of excess service performed by train and engine employes subject to the 16-hour provision of the law, and 2,402 instances of excess service by operators, train dispatchers, and other employes subject to the 9 and 13 hour provisions of the law.

During the report period, the Commission investigated 43 accidents. Of these 29 were caused by

Causes of False Proceed Failures for Year Ended June 30, 1960

Name of Railroad	Sand, rust, or other deposits on rail	Failure of relays and similar devices	Circuits open, crossed or grounded, foreign current, et cetera	Apparatus broken, defective, or out of adjustment	Failure of apparatus due to ice, sleet, snow, wet track, weather, or lightning	Failure of apparatus due to obstruction	Errors in making connections or adjustments	Undetermined	Total
Alabama Great Southern			1	1					2
Atchison, Topeka & Santa Fe		2	2	2	4				10
Baltimore & Ohio				1					1
Baltimore & Ohio Chicago Term.						1			1
Boston & Maine							1		1
Central R.R. Co. of New Jersey	1		1						2
Chicago & North Western					1				1
Chicago, Burlington & Quincy		2	1	1		1			5
Chicago, Milwaukee, St. Paul & Pacific				1					1
Chicago, Rock Island & Pacific			1						1
Denver & Rio Grande Western			1						1
Elgin, Joliet & Eastern			1		1				2
Great Northern							1		1
Gulf, Mobile & Ohio			1		1				2
Illinois Central			1		1		1		3
Long Island								1	1
Louisville & Nashville	1		1	1					3
Missouri Pacific				1					1
Monon				2					2
New York Central			5	3	3				11
Norfolk & Western		1							1
Northern Pacific		1		2	1				4
Pennsylvania	2			1			3		6
Pennsylvania-Reading	1								1
St. Louis-San Francisco						1			1
Seaboard Air Line							1		1
Texas & New Orleans			1			1			2
Wabash					1				1
Washington Terminal	3								3
Western Maryland					1				1
Total	8	6	17	16	14	4	7	1	73

I.C.C. Record of False Restrictive Failures Reported by the Railroads for Fiscal Year Ended June 30, 1960

Name of Railroad	False restrictive failures				
	Block systems	Interlocking	ATS, ATC, ACS	Other systems	Total
Alabama Great Southern	70	46	13	1	130
Alton & Southern	9	12			21
Ann Arbor	1	4			5
Arkansas & Memphis Ry. Bridge & Term. Co.	2	1			3
Atchison, Topeka & Santa Fe	292	332	226		850
Atlanta & West Point	56				56
Atlanta Terminal		27			27
Atlantic Coast Line	260	274	63	68	665
Baltimore & Ohio	395	242	56		693
Baltimore & Ohio Chicago Terminal	13	44			57
Bangor & Aroostock	97			66	163
Belt Railway of Chicago		3			3
Bessemer & Lake Erie	37				37
Birmingham Belt		1			1
Birmingham Terminal		57			57
Boston & Maine	87	95	23		205
Boston Terminal		23			23
Butte, Anaconda & Pacific	32				32
Canadian National		2			2
Canadian Pacific	3				3
Central of Georgia	124	8	3		135
Central R.R. of New Jersey	49	125	1		175
Central Vermont		2			2
Chesapeake & Ohio	314	159	35		508
Chicago & Eastern Illinois	135	125			260
Chicago & Illinois Midland	28	4			32
Chicago & North Western	367	149	208		724
Chicago & Western Indiana	20	32			52
Chicago, Burlington & Quincy	617	17	9		643
Chicago Great Western	165	17			182
Chicago, Milwaukee, St. Paul & Pacific	448	130	97		675
Chicago, North Shore & Milwaukee	42	35			77
Chicago, Rock Island & Pacific	518	114	4		636
Chicago, South Shore & South Bend	78	2		6	86
Chicago Union Station		10			10
Cincinnati, New Orleans & Texas Pacific	39	71	21	3	134
Cincinnati Union Term.		124			124
City of St. Louis Mun. Br.		34			34
Clinchfield	53				53
Colorado & Southern	3				3
Dayton Union		24			24
Delaware & Hudson	172	101			273
Delaware, Lackawanna & Western	116	99	8		223
Denver & Rio Grande Western	388	22			410
Denver Union Terminal		14			14
Detroit & Toledo Shore Line	7				7
Detroit, Toledo & Ironton		1	1		2
Duluth, Missabe & Iron Range	9	5		1	15
Elgin, Joliet & Eastern	21	127	2		150
Erie	149	95	73	1	318
Florida East Coast	185				185
Ft. Dodge, Des Moines & Sou.		14			14
Fort Worth & Denver	94				94
Georgia	86				86
Georgia Sou. & Florida	47	1	5	6	59
Grand Trunk Western	131	61			192
Great Northern	338	59			397
Green Bay & Western	7				7
Gulf, Mobile & Ohio	144	42	4		190
Houston Belt & Terminal	7	9			16
Hudson & Manhattan	106	84	168		358
Illinois Central	327	43	115		485
Illinois Terminal	62	20			82
Indianapolis Union		39			39
International Ry. of Maine	5				5
Jacksonville Terminal	1	112			113
Kansas City Southern	175	145			320
Kansas City Terminal		422			422
Kentucky & Indiana Terminal		47			47
Lake Superior & Ishpeming		11			11
Lehigh & Hudson River	23				23
Lehigh Valley	60	8	12		80
Long Island	14	55	366		435
Los Angeles Passenger Terminal	3	23			26
Louisville & Nashville	660	139	145	3	947
Maine Central	58	8		2	68
Memphis Union Station		78			78
Minneapolis & St. Louis		6			6
Minneapolis, St. Paul & Sault Ste. Marie	103	19			125
Missouri-Kansas-Texas	266	16			282
Missouri-Kansas-Texas of Texas	131	2			133
Missouri Pacific	466	114			580
Monon	90	8			98
Monongahela	18				18
New Jersey & New York	6	1			7
New Orleans & Northeastern	48		23	1	72
New Orleans Public Belt	4				4
New Orleans Union Passenger Terminal		25			25
New York Central	564	502	267		1,333
New York, Chicago & St. Louis	15	63	27		105
New York, New Haven & Hartford	121	166	1	17	305
New York, Susquehanna & Western	4				4
Norfolk & Western	170	272		7	449
Northern Pacific	780	36			816
Pacific Electric	35	51			86
Pennsylvania	515	769	1,278	5	2,567
Pennsylvania-Reading Seashore Lines	40	26	30		96
Peoria & Pekin Union	9	12		3	24
Pittsburgh & West Virginia	90				90
Portland Terminal	2				2
Reading	52	64	8		124
Richmond, Fredericksburg & Potomac	31	35	11	3	80
River Terminal		58			58
Sacramento Northern		1			1
St. Louis-San Francisco	330	12			342
St. Louis-Southwestern	92				92
Seaboard Air Line	361	38			399
Southern	570	112	132	10	824
Southern Illinois & Missouri Bridge	8				8
Southern Pacific	437	109	23		569
Spokane, Portland & Seattle	72	9			81
Terminal R.R. Assn. of St. Louis	2	181			183
Texas & New Orleans	209	39			248
Texas & Pacific	141	1			142
Texas Pacific-Missouri Pacific Terminal R.R. of New Orleans		13			13
Toledo, Peoria & Western		11			11
Union Pacific	387	22	17		426
Utah	2				2
Wabash	203	25			228
Washington Terminal		466		3	469
Western Maryland	67	27			94
Western Pacific	164	1			165
Western Railway of Alabama	43				43
Total	14,400	7,541	3,475	209	25,625

collisions and 14 by derailments. Of the 29 collisions investigated, one involved a track motorcar; seven, motor vehicles at grade crossings; six, failure to obey signal indications; two, failure to obey train orders; two, failure to control speed of locomotive or train; one, train occupying a block without authority; one, inferior train occupying main line on time of superior train; one, failure to operate train in accordance with rules governing movements within interlocking limits; one, movement of train against current of traffic on a track which had not been cleared of opposing movements; one, failure to provide adequate protection for work train; three, inferior train occupying main track on time of superior train without protection; one, train occupying main line without protection; one, failure to provide protection for movement of opposing train; and one, failure to provide protection against movement of relief locomotive on track occupied by a disabled train.

The Commission found that the collision which involved a track motorcar was caused by failure to take required precautions in operating the motorcar.

Of the 14 derailments investigated, three involved defective equipment; seven, defective track; one, failure to apply hand brakes; one, failure to operate train in accordance with signal indications; and two, improper operation of an interlocking lever.

In the 43 accidents, 68 persons were killed and 726 injured. This compares with 100 persons killed and 945 injured during the preceding year. Your Brotherhood, in cooperation with the other Standard Railroad Labor Organizations, has advocated safety legislation for several years to cut down the toll killed and injured on the nation's railroads. Their efforts will be continued and they will push for enactment of such legislation in the present session of Congress.

Of the collisions investigated, 20 occurred on lines operated by the block system, eight on lines

Causes of Potential False Proceed Conditions Reported by the Carriers to the I.C.C. for the Year Ended June 30, 1960

Name of Railroad	Sand, rust or other deposits on rail	Failure of relays and similar devices	Circuits open, crossed or grounded, foreign current, et cetera	Apparatus broken, defective, or out of adjustment	Failure of apparatus due to ice, sleet, snow, wet track, weather, or lightning	Failure of apparatus due to obstruction	Errors in making connections or adjustments	Undetermined	Total
Atlantic Coast Line		1							1
Chicago, Burlington & Quincy							2		2
Erie				1					1
Grand Trunk Western							1		1
Hudson & Manhattan		2							2
Missouri Pacific						1			1
New York Central					1				1
Richmond, Fredericksburg & Potomac						1			1
Seaboard Air Line						1			1
Total		3		1	1	3	3		11

operated by timetable and train-order systems, and one in a location where yard and miscellaneous operating rules were in effect.

Under the law, the Commission is authorized to investigate accidents and to make reports, on such investigations, including such recommendations as are deemed proper. Only five recommendations were made as a result of the 43 accidents investigated during the report year.

In one instance the ICC recommended that the carrier review its existing policy concerning the use of guard rails on bridges and further explore the recommendations of the Engineering Division of the Association of American Railroads as to their use on such structures.

Another recommendation was that the carrier immediately take the necessary measures to secure compliance with its operating rules. The third recommendation was that the Union Depot Company, The Baltimore & Ohio Railroad, and the Pennsylvania Railroad install an interlocking in the territory where the accident occurred. Still another recommendation asked that the carrier immediately take such measures as may be necessary to insure that an emergency brake application initiated at any point or originating from any cause either on the locomotive or in the train-brake system of associated equipment will result in an emergency application of the pneumatic brakes of the locomotive.

The last recommendation was that the carrier review its policy as to permissible limits of rail wear and immediately remove from main track service all rails which are excessively worn.

Track Motorcar Accidents

In the past few years the Commission has abandoned its long-standing practice of making recommendations to correct unsafe operating practice related to track motorcars. In previous years, such recommendations were frequently made. Also, many accidents that were once found to be caused by the carriers' failure to provide adequate protection for the operation of track motorcars are now, in similar instances, found to be caused by an employe's neglect. This is a serious trend in the reporting of track motorcar accidents by the ICC and, in our opinion, is grossly unfair to employes who are required to operate these death traps under antiquated rules or rules that are impossible to comply with.

President Jesse Clark of our Brotherhood and the chief executives of other interested rail unions, have consistently advocated safety legislation designed to protect employes who are required to operate motorcars. President Clark said: "Our efforts will be renewed in the present session of Congress." He pointed out that several railroads have demonstrated over the years that motorcars can be operated safely. "Unfortunately, many carriers refuse to put safe operating practices into effect for motorcars," he continued.

"Legislation is the only way to stop the needless slaughter of signalmen and other railmen who are required to operate motorcars." The head of our Brotherhood said "the carriers will oppose this safety legislation with all their resources." He urged that each of our members write his Congressman in Washington pointing out to him the need of the legislation.

Grade Crossing Accidents

During the calendar year 1959, the latest for which figures are available, there were 3,075 accidents at highway grade crossings which resulted in the death of 1,203 persons and injury to 3,247. This compares with 3,099 accidents at grade crossings for the calendar year 1958, when there were 1,261 persons killed and 3,161 injured.

Motor vehicles were involved in 2,815 of these accidents, in which 1,055 persons were killed and 3,123 were injured. There were 61 derailments of trains in rail-highway grade crossing accidents involving motor vehicles, which caused the death of 30 persons and the injury of 108 persons.

Casualties to persons on trains in derailments and other accidents at rail-highway grade crossings totaled 12 killed and 129 injured.

Transporting Explosives And Other Dangerous Articles

The development of new fuels for rockets and missiles continued to offer problems that required special consideration on an individual basis, although reasonably permanent or flexible arrangements for shipping have been worked out for several items, the Commission reported.

Many changes and additions to existing regulations covering the transporting of explosives and other dangerous articles were adopted during the report period. To determine the degree of compliance with regulations by shippers and carriers, the Commission inspected tank cars at 2,681 locations and noted 6,618 violations. This led the Commission to recommend 15 cases for prosecution. Fines for such violations were assessed in 13 cases resulting in total fines of $7,410 being paid.

The Commission indicated that the transporting of these articles is growing and continued research is needed to cope with it.

Signal Systems in Use

On January 1, 1960, there were

135,242.5 miles of track equipped with block signal systems, both automatic and non-automatic. A year earlier 136,982.3 miles of track was so equipped. Most of the decline—1,739.8 miles—was due to the abandonment of one or more tracks in multiple track territory, due to the installation of centralized traffic control systems.

This trend will continue as carriers are installing CTC on an increasing scale.

Interlockings in Service

There were 71 fewer interlocking plants in use on January 1, 1960 than on January 1, 1959. The total decreased from 4,160 to 4,089 during the year. This decrease is part of a trend that has been apparent for several years, except in 1957, when the number of interlockings increased by 50.

Automatic train stop control, and cab-signal devices were in use on 24,998.1 miles of track on January 1, 1960. This is an over-all decrease of 286.9 miles as compared with Jan. 1, 1959. Train control devices in use on Jan. 1, 1960, totaled 1,932.9 miles, a decrease of two miles during the report period. Train stop devices were in use on 14,712.2 miles of track on Jan. 1, 1960, a decrease of 130.7 miles for the same 1959 date. The miles of track equipped with cab-signals dropped by 154.2 for the year ended Jan. 1, 1960, leaving total mileage of track equipped with these devices at 8,353.

Carriers planning to modify or extend their signaling systems must make application to the ICC for permission to make such changes. This is *supposed* to insure that the changes will not violate rules and regulations established by the ICC under the Signal Inspection Act.

During the fiscal year ended June 30, 1960, 244 applications for approval of modification of block-signal systems and interlockings were filed by the carriers. At the beginning of the year action was pending on 70 applications previously filed. The Commission acted on 251 applications during the year; three applications were withdrawn, and at the end of the year action was pending on 60 applications.

The carriers made 82 applications with the ICC during the year for relief from rules, standards and instruction prescribed by the Commission for the installation and maintenance of signal systems. At the beginning of the year, action was pending on 19 applications previously filed. During the year, 77 applications were acted upon, one was withdrawn, leaving 23 applications awaiting action at the end of the year. The number of applications filed in 1960 for relief from the rules, standards and instructions prescribed by the Commission was the highest for any year indicated in the five years covered by the report.

Monthly signal failures reported by the carriers are summarized in tables accompanying this article; the totals are as follows:

False Restrictive Failures	25,625
False Proceed Failures	73
Potential False Proceed Conditions	11

Comparing those statistics with those filed for the previous year, we note that false restrictive failures increased by 35. False proceed failures increased by 14, while potential false proceed conditions increased by three.

Seven of the false proceed conditions, according to the ICC report, were caused by errors in making connections and adjustments of equipment. The cause of one condition was undetermined. The other conditions were caused by failure of equipment; sand, rust, or other deposits on rails; and weather conditions.

A staff of inspectors is employed by the Bureau of Safety to check railway signaling systems and appurtenances to determine if they are properly installed and functioning correctly. During the period covered by this report, the staff made inspections on systems as follows:

Automatic Block Signals	860
Interlockings	2,079
Traffic-control	779
Automatic Train-control	40
Automatic train-stop	494
Automatic cab-signal	243

These inspections have resulted in bringing to the attention of the railroad managements, for necessary corrective action, a number of unsatisfactory maintenance conditions which have been found to exist. The 4,495 systems inspected during the year is an increase of 329 systems inspected over the previous year.

Train Communication Systems

According to reports submitted by the carriers, as of Jan. 1, 1960, train communication systems were in service for operation over a total of 118,120 miles of road on the line of 130 railroads. In addition to radio and inductive installations these systems included end-to-end communication installations employing physical wire connections through the train, and installations providing radio-telephone service through commercial telephone company radio facilities, operating over 2,101 miles of road.

Considering only radio and inductive systems used in connection with railroad operations, such systems were in service on 116,019 miles of road on 129 railroads. This compares with radio and inductive communication systems in service on 109,899 miles of road on 121 railroads as of Jan. 1, 1959.

Legal Action

During the year, 326 cases of violations of the safety appliance laws comprising 1,252 counts were transmitted to United States attorneys. This compares with 147 safety appliance cases, of 553 counts, transmitted last year. At the beginning of the year 59 cases, comprising 342 counts were pending in district courts. Judgement was confessed on 810 counts, six counts were dismissed, and 65 counts were tried. Of the 65 counts tried, judgement was rendered in favor of the Government on 38 counts, for the defendant on 26 counts and one count awaits decision.

Of the 39 counts reported last year as awaiting decision, 35 were decided in favor of the Government and four in favor of the defendant.

During the year, five cases comprising 22 counts of violations of the signal inspection law, section 25 of the Interstate Commerce Act, were transmitted to United States attorneys for prosecution. At the beginning of the year, two cases, comprising three counts, were pending in the district courts. Judgement was confessed on 12 counts and $1,200 in penalties was assessed. On June 30, 1960, two cases, comprising 13 counts, were pending in district courts.

Staff of The Section

During the year, agents and inspectors of the Section devoted 15,537 days to regular inspection work, 750 days to procuring evidence of violation of law, 37 days in court furnishing testimony for prosecution of cases, 1,124 days to investigation of accidents, 662 days to investigation of applications submitted by carriers for approval of modification of signals and interlockings, 1,252 days to special investigations, and 1,276 days to investigation of complaints.

This is an over-all increase of 1,849 days spent by agents and inspectors of the Section over the 1959 period.

RLEA Adopts Resolution on Unemployment

THE FOLLOWING RESOLUTION on unemployment was adopted by the Railway Labor Executives' Association, representing the 23 Standard Railroad Labor Organizations, at its February meeting in Miami Beach, Florida:

President Kennedy has acted with responsible dispatch during the first month in office to face up to our present most immediate national problem, the scourge of spreading unemployment. This refreshing concern over finding ways of aiding the distressed and taking steps to lessen the impact of the recession which has been waging for several months is commendable. Nevertheless, it is already clear that additional action by Congress and the Administration is imperative.

The unemployment situation is growing worse. Figures just released indicate that five and a half million of our citizens are now without jobs while an additional two million workers are being employed only part time. Moreover, many of those unemployed have been without work so long that they have exhausted even the extended unemployment benefits voted by Congress in 1958 and 1959. Such a situation reflects economic waste of a magnitude that seriously retards all efforts to spur the national economy as a whole. Even more important from our viewpoint, it indicates an extent of human want and suffering which cannot long be tolerated in today's world.

Railroad workers and their families have felt the brunt of unemployment in recent years. Railroad employment today stands at the lowest level since 1890. Over 400,000 railroad jobs have disappeared since December, 1955. Average employment on the railroads has been lower each year, and there have been three particularly sharp drops which have meant unusually severe suffering and economic dislocation for railroad workers and their families. In the 1957-58 recession, railroad employment dropped 210,000 in ten months, from August 1957 to May 1958. In 1959, there was another loss of 80,000 jobs in the period from June to October.

Last year, between June and December, there was another drop of 75,000 jobs. We point out that the unemployment status of at least one out of every 15 jobless workers today can be attributed to the 400,000 lost job opportunities which have been eliminated in the railroad industry over the last five years.

An estimated 200,000 of the 700,000 employes now remaining in railroading are threatened with unemployment in the near future as the result of pending proposals for mergers and consolidations of railroad properties. To allow this to proceed would transform many railroad communities throughout the nation into new depressed areas and further stem the national program for economic recovery.

The railway labor unions pledge their full support to President Kennedy and his Administration in working to attain measures needed to halt the recession and turn the tide toward a New Frontier of renewed prosperity and progress. We urge the members of Congress to enact legislation necessary to attain this goal.

Because we believe that the long-range national interest, as well as the self-interest of the workers in the railroad industry, clearly demands a halt to the approval of additional railroad mergers at the present time, the railroad labor unions urge the President and the Congress jointly to take immediate action directing the Interstate Commerce Commission to hold up approval of all pending proposals for railroad mergers or consolidations until their effect upon the national economy has been fully examined. To permit an additional 200,000 railroad workers to be dumped on the unemployment rolls is indefensible.

Labor Events in Canada

THREE ECONOMISTS AT A labor-sponsored conference on unemployment combined to attack the federal government's failure to give leadership in promoting Canada's rate of growth.

As a result of the government's failure, they said, unemployment continued its year-by-year upward spiral and unused production capacity was reaching alarming proportions.

The parley, called by the Ontario Federation of Labor, was told by OFL President David Archer that finding the correct answers to the nation's continuing unemployment crisis is a vital factor in Canada's survival as a free nation.

Non-Op Strike Deadline Set For May 16

Our Brotherhood and other non-operating railroad Brotherhoods have reset a strike deadline against Canada's railways for May 16.

At a meeting attended by 100 of the unions' top officials, the non-ops reconfirmed their demands for an average wage boost of 14 cents an hour, as spelled out in the majority report of last year's conciliation board. The union officials also gave a vote of confidence to Frank Hall, chairman of the Non-Op Negotiating Committee.

The May 16 date marks the end of the government's no-strike wage freeze edict. Under the legislation, passed in the Commons last December, the Act becomes void at midnight, May 15, and the unions will regain their right to strike.

Jobless Figures Up

Unemployment in Canada reached nearly 11 percent of the working force in January. According to the Dominion Bureau of Statistics, 693,000 Canadians were out of work.

The January figures set a number of grim records—the highest January figure since the worst years of the depression in the 1930's; the highest monthly increase since the end of the second World War.

And, according to a government spokesman, "It will get worse before it gets better."

Rail Automation Study Ordered

The federal Labor Department is undertaking a detailed study of the rail industry's problems induced by automation and change. But it may take more than two years to complete.

Officials in Ottawa said the personnel and facilities available for the study will dictate just how long it will take. They indicated it will be at least two years before the Department's findings can be brought to bear on a problem of staff dislocation and community disruption worsening across the country.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

C.N. — O.N.

NORTH BAY, ONT. (204). Our thirty-second regular meeting was held in the Empire Hotel, North Bay, Ont., November 26, 1960.

It was very gratifying indeed to have a good turnout at the meeting. I would like to welcome the following new members to our Brotherhood: R. Matte, A. Laundry, T. Lusk, R. Dhinel, B. Petahtagoose, K. Bull, R. Davidson, P. Mandryk, and A. Hellstein.

The triennial election of officers was held at this meeting and the following Brothers were elected to serve for the coming three years:

Chief Signalman—M. T. O'Halloran; First Vice Chief—G. W. Campbell; Secretary-Treasurer—M. L. Murphy; Recording Secretary—E. A. Ladley; Local Chairmen—Maintenance—B. E. Reynolds, Construction—J. M. Meers, O.N.R.—R. R. Mitchell; Lever and Chaplain—W. P. Derochie; Board of Trustees—G.W .Campbell, W. P. Derochie, and E. J. Langill.

For the benefit of those who did not attend, it should be noted that two local chairmen were elected. Brother B. E. Reynolds, 29 Toronto St., Barrie, will handle all grievances pertaining to maintenance and Brother J. M. Meers, 178—6th Ave. W., North Bay, will deal with construction grievances.

We were honored to have General Chairman A. N. Cotton as our guest. He gave the new members the obligation of membership into our Brotherhood and installed the newly elected officers.

We were very happy to see Brother Rutchinski back on the job after recovering from a recent illness. It was with regret that we learned that Brother M. R. Burke was forced to resign due to illness. His friendliness and congeniality will certainly be missed. We wish him the best for the future.

Congratulations to B. R. Cheaney who won a $100 bond that was raffled by Local 189. Seller of the winning ticket was Brother M. L. Murphy, our secretary-treasurer.

After the business of the meeting was concluded, a very enjoyable social evening was enjoyed by all at the Manor Hotel.

On January 1, four gangs were abolished in the Northern Ontario area. CTC construction is now at a standstill. The remaining three gangs are presently installing grade crossing protection. We are happy to report that many of the men furloughed as a result of the force reduction have been able to obtain employment in the signal gangs in the Montreal region.

J. M. MEERS

Rock Island

EL RENO, OKLA. (17). Our regular quarterly meeting was held at Fort Worth, Texas, at 1 p.m., January 14. We had a better than average attendance with the newly returned joint Texas Division being ably represented by Brother Jess Haynes of Bardwell.

As usual, our very able and competent General Chairman, Ralph Watkins, was present. After his report, everyone present had a detailed knowledge of the general committee's actions during the last few months. He also gave a comprehensive report on the meeting recently held at Kansas City.

It was the first meeting that we can remember that there were no applications for membership into our Local.

Under good of the order, Brother Preston from Fort Worth, reminded our Brothers from Texas that a new Senator will have to be elected to replace Vice President Lyndon Johnson. He said the best choice, as far as our Brotherhood is concerned, is Mr. Wright.

After disposing of all business coming before the Local, the meeting adjourned at 5:55 p.m. Our next regular meeting will be held during April. Let's all make a special effort to attend.

W. L. STICKLEY

P.R.R.—P.R.S.L.

MAGNOLIA, N. J. (58). Our meeting scheduled for February 8 was postponed until February 15 due to a sleet storm and dangerous driving conditions.

Our Local By-Laws were to be acted on at this meeting and if approved, will be sent to Grand Lodge for approval. Brothers Baitzel and Schwartz have returned to work after being furloughed for a short time. Brother Ensinger is back in the hospital and Brother R. L. Danley recently underwent an operation. Brother C. Farley is also hospitalized.

We have just received word that we will be paid every two weeks. This is the best news we have had in some

Members of Local 58 enjoy refreshments at annual Christmas party.

time. We are still waiting to hear the results of the Bordentown case. We should have word on it soon.

Don't forget your dues for the second quarter. J. L. NACK

Grand Trunk Western

PONTIAC, MICH. (14). Our regular bi-monthly meeting was held at South Bend, Indiana, Friday, February 10. There were 11 members present.

At this meeting, our newly-elected officers for the next three years were installed. They are: Chief Signalman—J. A. Decker; Secretary-Treasurer—C. L. Block, Jr.; Board of Trustees—Norman Wight, Robert Gordon, and R. B. Mann; General Chairman—E. H. Reinhard; Local Chairmen—Chicago Division—L. A. Smith, Detroit Division—Charles Fowler.

Our next regular meeting will be held at 7 p.m. on April 14, at the Roosevelt Hotel, Pontiac. Remember: "The Good of the Order" in the order of the regular meetings means that you should attend for the good of our order. G. G. HALE

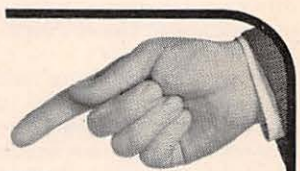
Wabash

DECATUR, ILL. (55). We had a good meeting at Lafayette in February. There were nine members present—the same Brothers who attend regularly and make our meetings possible. These Brothers deserve a great deal of credit for their faithful attendance. We sincerely trust that more of our members will become interested in our Brotherhood and start attending our meetings regularly.

We can accomplish the things of value only at these meetings. We can't get much satisfaction by merely discussing subjects of interest in bunk cars at night or out on our territories. The place to get things done is at our local meetings. The time to act is now. We will look back in a few years and realize that we could have accomplished a great deal more with just a little more effort.

We are on the eve of the Birthday of one of our great national heroes—George Washington, who no doubt contributed a great deal to the building of our country. But, heroes are a tradition in our nation. There is hardly a family among our acquaintance who does not have a relative or friend

When this advertisement ran in February 1940, the Kerite generator leads had been operating 30 years. And they were still operating without failure when the turbo-alternators were dismantled in 1955 .. for a total of 45 years of perfect cable service.
BE GUIDED
by facts, not claims
by service records, not initial tests
by experience, not prophecy
The 11,000 volt generator leads on these Turbo-Alternators of the 59th Street Power Station of the Interborough Rapid Transit Co., New York City, are all single conductor braided
KERITE CABLES
INSTALLED IN 1909, 1910, 1911
They have all given and are still giving continuous and satisfactory service.
THE KERITE INSULATED WIRE & CABLE COMPANY INC



These KERITE cables

. . . were designed without any of the accurate methods now used to determine conductor size. They were overloaded throughout their lives, and although they were installed in brass pipes and operated at 11,000 volts, they were protected only with a non-conducting cotton braid.

1909

In 1946, one lead was removed, reeled, and shipped to the Kerite factory for investigation.

In spite of 36 years of thermal abuse, almost constant electrical discharge at its surface, and the physical handling involved in its removal and shipment, the minimum 60-cycle A.C. breakdown was above 90 KV with the average 10 KV higher.

Kerite engineers have pioneered improvements in almost every element of generator cable . . . *but the consistently high qualities and long life of the Kerite insulation remain the same.*

1960

THE KERITE CO.
30 Church St.
New York 7, N. Y.
Sales offices in principal cities.

sleeping on the slopes of Sicily, in the cross marked fields of Belgium, or in one of the many locations where battles took place during the great wars. These young men gave their lives for the cause of democracy—can any man give more?

With the gangs: Paul Lennon is at Hannibal, Mo.; Paul Dawson is at Camden Jct., Mo.; and J. E. Bartley is at Peru, Ind.

With the testmen: J. F. Lawrence is at Taylorville, Ill.; F. G. Bartley is at Gibson City, Ill.; H. E. Martin is on the Peru District; Joe Sharp is on the Montpelier, Ohio District; and Carl Jacobsen is at Orrick, Mo.

With the three-man gangs: E. R. Albert is at Montgomery, Mo.; F. K. Fitzpatrick, in charge of C. A. Barnett's gang, is at Reddick, Ill.; and Louis Streeb is on the Montpelier District.

With the sick: C. A. Barnett and Joe Sumpter are off duty due to injuries. We wish these Brothers a speedy recovery and an early return to work.

It has been said: "There are three attitudes men take with reference to the old and new. The conservatives say: 'The old is best, let's not change anything.' The radicals say: 'The new is best, let's change everything.' The proper attitude is: 'There is good in both the old and new. Let us prove all things and hold fast to that which is good.' "

JFP

Santa Fe

EMPORIA, KAN. (33). Our regular meeting held at Ponca City, Oklahoma, January 28, was called to order at 9:10 a.m. with our new chief signalman, Claude Roberts, presiding. There were 16 members in attendance, among them General Chairman Wm. H. Lewis. We were also pleased to have retired Brother Frank Anderson present. I wish all our members realized as does Brother Anderson, the necessity of attending meetings and supporting the officers elected to look after the welfare of our membership. I know it is easy to find an alibi to avoid attending our meetings, but this is not in our best interest.

As to my alibi for not attending the Ponca City meeting, I have had a cold and cough for some time and felt it best if I avoided contact with the Brothers at the meeting. However, I feel that even this is a poor excuse and I should have attended.

There is certainly a large percentage of us that are not thinking clearly when we allow a group of our Brothers to look after our affairs instead of attending the meetings every two months to find out what is taking place.

Applications for membership of Roger Nickle and Maurice L. Naillieux were read and accepted. We welcome these Brothers into our Brotherhood and extend to them the hand of fellowship.

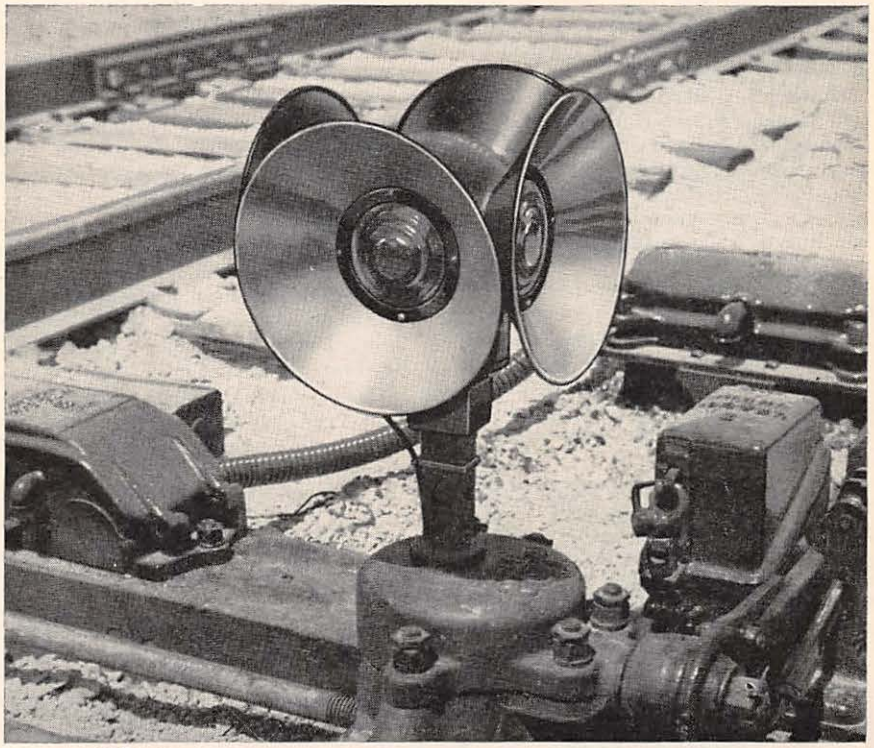
Local Chairmen Lynn and Davidson reported on grievances on their respective divisions, and my good friend Bill Lewis took care of this matter for me. An audit of our books revealed that our treasury is in very good condition.

A communication from Brother Creson, a member of the 1961 Convention Entertainment Committee, was read. The letter requested that our Local make a donation to help provide entertainment for delegates and their families attending our Convention in Denver. This matter was postponed until our April meeting. I wish to thank Local 173 for their cooperation with the committee. I might add that Locals 173 and 33 are the only Sante Fe Locals that I have heard from up to this time.

Inasmuch as I am the Sante Fe representative on the committee, I am hoping that we signalmen on the Sante Fe will more than uphold our part at the Convention. I will appreciate if you Brothers who are willing to share the expense of the committee will notify me as soon as possible. The committee will have to know in the very near future how much money it will have to work with so arrangements may be made for the entertainment program.

Brother Clifford Shaver, maintainer at Halsted, Kansas, recently retired. The members of Local 33 wish Brother Shaver a long and happy retirement.

Signalmen and their wives from the Middle Division gave a surprise party



WRRS ELECTRIC SWITCH LAMPS
REDUCE SWITCH LIGHTING COSTS 50%

That's an amazing claim . . . but it's true! You can replace old-fashioned, flickering oil switch lamps with modern, dependable WRRS Electric Switch Lamps which will **pay for themselves in two years** . . . AND continue to save money year after year. Complete package units for operation with primary battery or with commercial current are available. When you change over to WRRS Electric Switch Lamps you get steady, clear light . . . . 400% brighter than oil lamp light. That's just one of the great many advantages WRRS Electric Switch Lamps offer. Write for complete details.

WRRS

WESTERN RAILROAD SUPPLY COMPANY
2742 West 36th Place, Chicago 32, Illinois
Division of Western Industries, Inc.
In Canada: Melville Machinery Co., Ltd., 515 Bisson Street, Montreal 3, Quebec

for Brother Shaver at his Halstead home, Saturday night, February 11. Two retired signal department employes, R. C. LeHaw and C. A. Reed, were present. A beautiful set of matching luggage was presented to Brother and Mrs. Shaver. Refreshments were served to the 33 persons attending.

Our next regular meeting will be held at Emporia, Kansas at 1 p.m. on April 8 on the third floor of the Masonic Temple. The Temple is located one block south of the Broadview Hotel, same street, west entrance. Start planning now to be present.

S. P. CRESON

Florida East Coast

FT. PIERCE, FLA. (66). Our regular meeting was held Feb. 4 with Chief Signalman McGee presiding. There were 8 officers and 11 members present.

Brother J. C. Reithmaier, one of our retired members, did an excellent job of installing our officers. Our meeting was postponed until the Feb. date so that President Jesse Clark could be with us. Unfortunately, his train was late due to bad weather conditions in the north.

We are happy to report that Brother Clark's train arrived in time for him to attend a banquet held in his honor. I believe that all members and their families attending the affair had a good time and plenty to eat. We should have these get-togethers more often.

At present none of our members are reported sick. It must be the Florida sunshine and fruit that keeps them in good health. It is nice to be able to stop and pick an orange or grapefruit most anytime. We do have much to be thankful for down here.

P. V. HORNE

Obituary

Raymond G. Stickney, Local 120, Boston & Maine Railroad, passed away suddenly on December 27, 1960, after a short illness. [illegible]s 36. Brother Stickney was on sic[illegible] at the time of his death and had held positions as testman and leading sig[illegible]man on the old Portland Division [illegible] to his passing.

Brother Stickney is surv[illegible] by his widow, Frances, and tw[illegible]ns, to whom the officers and [illegible]ers of Local 120, extend deepes[illegible]pathy.

DANIEL E[illegible]GAN

Howard R. Frank, reti[illegible]ember of Local 58, Pennsylva[illegible]rading Seashore Lines, passed av[illegible]nuary 15 at the Del County Hosp[illegible]Drexel Hill, Pa. Brother Frank[illegible] was known to his many friend[illegible]"Skipper," was born July 2, 18[illegible]d was a resident of Upper Dar[illegible].

Brother Frank began [illegible]ilroad career as an operator in [illegible]nd in 1914, he was promoted [illegible]istant foreman, T. & S., on t[illegible]nsylvania's old Media Divisio[illegible]1918, he went with the old West[illegible] and Seashore as a signal mai[illegible] and advanced to the positions [illegible]istant foreman and foreman on [illegible]enna. Reading Seashore Lines. H[illegible]rned to the Atlantic Division a[illegible]tman and was later promoted [illegible]man, C. & S., the position he he[illegible]il retiring on August 31, 19[illegible]other Frank was a member of [illegible]W. Bartram Lodge 298 A. F. [illegible].

He is survived by his [illegible] Virginia, and one son, to wh[illegible]e officers and members of Loca[illegible]tend sincere sympathy.

J. [illegible]CK

George A. Farquhar, re[illegible]ember of Local 87, Northern [illegible]Railroad, passed away Novemb[illegible]960. He was 77.

Prior to his signal caree[illegible] the Northern Pacific, Brother [illegible]har was employed by the Gene[illegible]way Signal Company. He retired in 1943 because of a disability.

He is survived by his widow and a son, Kenneth, who is a maintainer at Garrison, Montana. To these survivors, the officers and members of Local 87 extend deepest sympathy.

L. V. TISOR

Thomas M. Barton, Local 120, Boston & Maine Railroad, passed away December 4, 1960, at his home in Billerica, Mass. Brother Barton was a veteran employe with 26 years service and had been Local 120's recording secretary for the past 10 years. At the time of his death, he was a signal repairman in the shops at Billerica.

The officers and members of Local 120 extend deepest sympathy to Brother Barton's widow and family.

DANIEL E. HORGAN

Eric A. Gebhardt, retired member of Local 114, The Washington Terminal Co., passed away January 31 at his home in Washington, D.C. He was 64.

Brother Gebhardt was a charter member of Local 114 and was very active in Brotherhood work, both during the organizing of the Local and afterwards. He served as local chairman and financial secretary from 1934 through 1940, and later was a member of the grievance committee.

Brother Gebhardt began his career in signaling in 1918, as a helper. He advanced through the various classifications in the department, and in 1943, was promoted to leading signal maintainer. He went on the inactive list March 1, 1957 due to arthritis, and on Jan. 18, 1958, retired because of this disability.

Brother Gebhardt was a loyal member of our Brotherhood and always advised the younger men of the importance of being good union members. He will long be remembered for his willingness to teach younger members the finer arts of our craft, in which he took great pride. One son, Bernard A., is a member of Local 114 and is the Brotherhood's general chairman on the Terminal.

He is survived by his widow, Mary A.; one daughter, Mary J.; three sons, Bernard, Joseph, and Robert; 11 grandchildren; two brothers, and a sister, to whom the officers and members of Local 114 extend sincere sympathy.

A. L. WATKINS

Charles K. Curtis, retired member of Local 50, Pennsylvania Railroad, passed away January 25 in Shippensburg, Pa. Brother Curtis was born July 30, 1886, in Jersey City, N. J.

He began his railroad career with the Pennsylvania in 1905 as a clerk. In 1910, he transferred to the signal department as a wireman. He came to the Philadelphia Division in 1917 as a relay inspector and, except for a few years spent as Inspector of Test, continued in this position until retiring August 15, 1960.

Brother Curtis is survived by his widow, to whom the officers and members of Local 50 extend deepest sympathy.

R. A. BERG

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago 25, Illinois

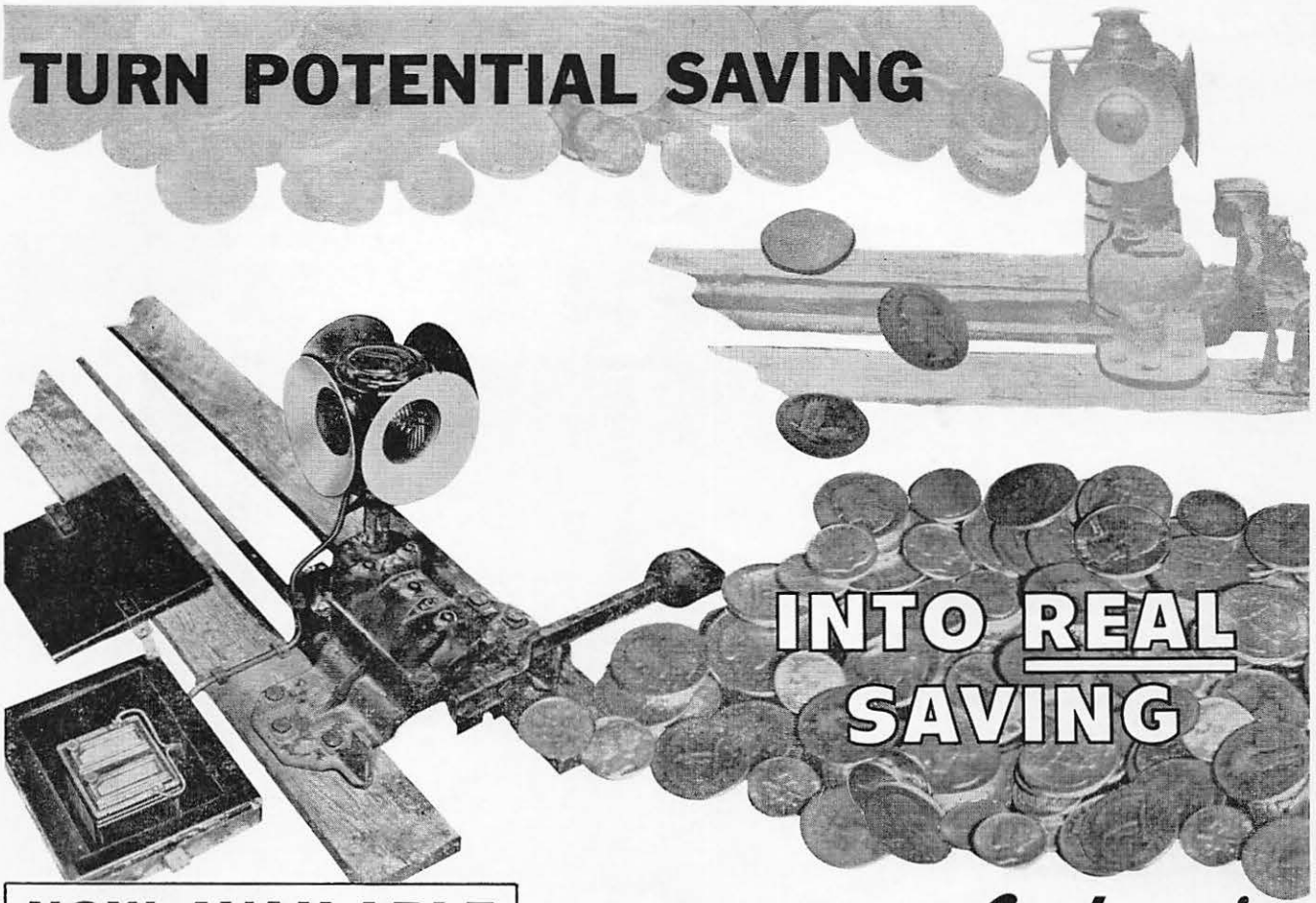
Name.....

Lodge No...... **Cert. No.**.....

Street or Box Number.....

City..... **Zone No.**..... **State**.....

TURN POTENTIAL SAVING



INTO REAL SAVING

with Edison *Carbonaire* Switch Lamp Lighting

No oil-burning switch lamp can start to save money for you until converted to battery operation. Then —as test after test has already proven—you can expect savings ranging from 30% to 70%.

In the meantime, however, the costly maintenance of oil-burning switch lamps is a continuous burden and an unnecessary drain on your operating budget.

That's why it is so important to continue to make new switch lamp conversions as rapidly as possible . . . that's why it is so desirable to expedite, whenever conditions will permit, your planned program that will ultimately result in the maximum savings when *all* your switch lamps are operating with Edison Carbonaire Batteries.

NOW AVAILABLE

THE EDISON FIBERGLASS BATTERY BOX FOR SWITCH LAMP LIGHTING

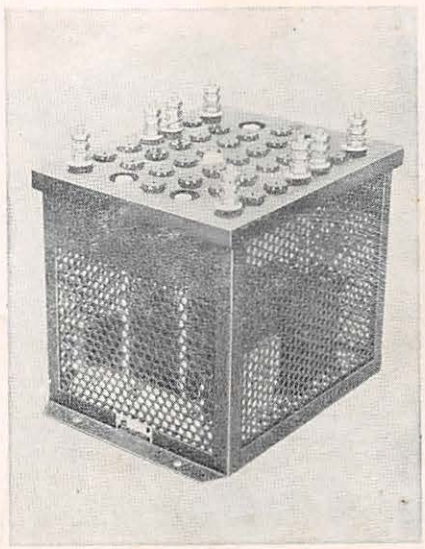
- Rugged and durable— specially reinforced cover
- Non-corrosive— with all fittings made of brass
- Weighs only 10 lbs— easy to handle and transport
- Has strong, interlocking brackets for securing cover to box
- Ample ventilation for air-depolarized batteries
- No painting or other maintenance required
- Economical because of its exceptionally long service life

For complete information, write for Bulletin PB 1093.

THOMAS A. EDISON INDUSTRIES
PRIMARY BATTERY DIVISION
BLOOMFIELD, N. J.

McGRAW EDISON

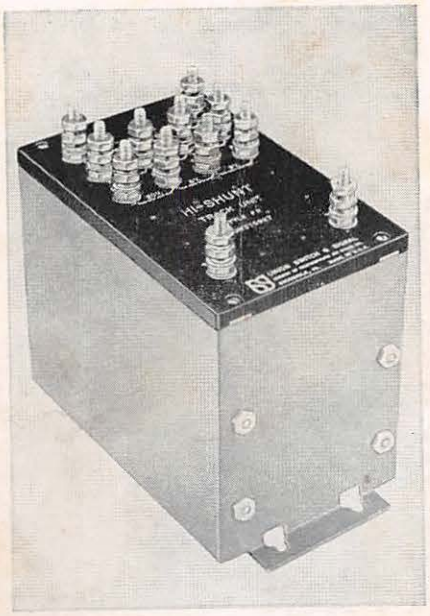
PRODUCT NEWS from Union Switch & Signal



New Phase Selective A-C Coded Track Circuit costs less to maintain

This two-element phase selective a-c. coded track circuit replaces the centrifugal frequency relay track circuit in a-c. electrified territory. It requires less maintenance and less equipment than the single element a-c. coded track circuits with lockout. The new track circuit is also more adaptable for use in interlockings.

It is unique because shelf-mounted, wall-mounted, or plug-in d-c. track relays hold maintenance costs down. The new circuit also protects against defective insulated joints at interlockings in electrified territory. That's because it discriminates against foreign current frequencies and improperly phased codes. *Write for U.D. 289.*



High voltage circuit overcomes shunting difficulties

The Style FR HI-SHUNT Track Circuit overcomes shunting difficulties caused by oily, dirty rail film in short detector track circuits.

This new circuit uses very high inter-rail voltage to penetrate rail film. *And* it protects against momentary loss of shunt. In addition, it has low power requirements, and can be installed and adjusted easily.

Even though the Style FR HI-SHUNT Track Circuit was designed primarily for use in automatic classification yards, it may also be used for other short detector track circuit applications where a high degree of shunting sensitivity is needed. *Write for U.D. 292.*

New Transistor Carrier Phone good for 75 miles

This new, portable, battery-operated unit is completely transistorized. It can be used for telephone service over communication lines and control wires *without* disturbing their normal functions.

The transistor carrier telephone is primarily intended for direct connections across CTC control lines, but it can also be used from line to ground. Under normal conditions, communications between two telephones may travel more than 75 miles. Union Carrier Telephones are available in two carrier frequencies: 30KC and 35KC. *Write for U.D. 286.*

"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL
DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY
SWISSVALE, PENNSYLVANIA
NEW YORK . . . . PITTSBURGH . . . . CHICAGO . . . . SAN FRANCISCO